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TakingItEasy

A phone sex operator settled out of court after claiming she got repetitive strain injury from having to masturbate at work. It seems she had been told by her bosses that she should do **"whatever it takes"** to keep callers on the phone. So in keeping with doing her very best, she masturbated all day. (She agreed to a "minimal settlement.")

The police went to his house to investigate after an anonymous tip. He answered and first said he couldn't help them locate his grandmother. They kept asking him questions, and he conceded that she might be there. And then, after more questioning, he said, "Yeah, okay, she's in the shower." His next statement was, **"I think she's dead."** And (now get this) his final words were, "I don't want to say anything else until I speak to my attorney because this is a felony and I have never committed a murder before." (What a turd.)

Now that's cold! When the police went to her house to remove her children because of a complaint that she had given her 11-year-old daughter a **"swirlie"** (holding her head in a flushing toilet, she said, "I haven't had a vacation in 13 years. Go ahead and take them."

We're all familiar with addictions, whether we have them (or one) or know of people who do. Well, here's one I'll bet you've never heard of. There's an addiction called polydipsia ("self-induced water intoxication"), which causes addicts to **guzzle water** to the point of getting high (at which point it becomes life-threatening), including some who drink furtively from toilet tanks.

Several people noticed a woman sitting in her car in a supermarket parking lot with the windows rolled up, doors locked, her eyes closed, and both hands behind the back of her head. A man came up to the window and knocked, asking her if she was okay. She said she'd been shot in the back of the head and had been holding her brains in for over an hour. He called the paramedics who broke into the car and found her with **a wad of bread dough** on the back of her head. It seems a biscuit canister had exploded from the heat, making a loud noise that sounded like a gunshot, and the wad of dough hit her in the back of her head. When she reached back to find out what it was, she felt the dough and thought it was her brains. (Wonder if she was a blonde?)

This guy in Denmark had a few too many and decided to take a bath along with his **toy boats.** Being as inebriated as he was, he lost sight of reality and made several "mayday" calls to a rescue agency saying that his ship was going down in the Baltic Sea.

A private company, leasing land rights from the Israeli government, plans to build a $6.6 million entertainment complex on the Sea of Galilee to include an 80-yard-long platform just below the water's surface to allow visitors to re-create Christ's **walk on water** (at $5 a head). But according to a report, a Roman Catholic priest and scholar predicted the walkway would be used only by "drunk tourists, not serious pilgrims." Wait till we bikers try to ride across it.

This old (105 years to be exact) Iranian man went to court with the help of his two sons who were 60 years old and 70 years old. He told the judge he wanted to divorce his 100-year-old wife because the **"magic" was gone.** He said she didn't heed his commands any longer so he had to get rid of her. (Yeah, I think we can all relate.)

Fresh from our "Weird Laws that are Still on the Books" Department: In Baltimore, Maryland it's illegal to **take a lion to the movies.** In Alabama it's illegal for a driver to be blindfolded while operating a vehicle, and another law states that boogers may not be flicked into the wind. Driving is not to be done while asleep in Tennessee, and in the same state the age of consent is 16 but 12 if the girl is a virgin. In Memphis it's illegal for a woman to drive a car unless there is a man either running or walking in front of it waving a red flag to warn approaching motorists and pedestrians.

And we leave you with this bit of wisdom: Remember, when someone annoys you, it takes **42 muscles** in your face to frown. But it only takes four muscles to extend your arm and smack the mother humper upside the head!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 325 • JULY 2000

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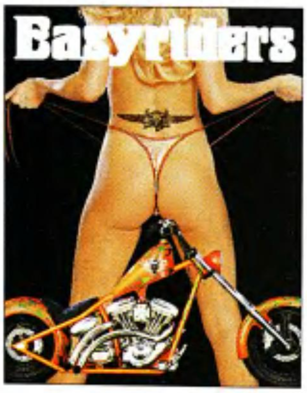

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Cover photos: Jesse James' Camel Chopper by Raiko Hartman; succulent Kristi and her amazing buttocks by Don Rogers. Special effects imaging by Bryan Ferguson.

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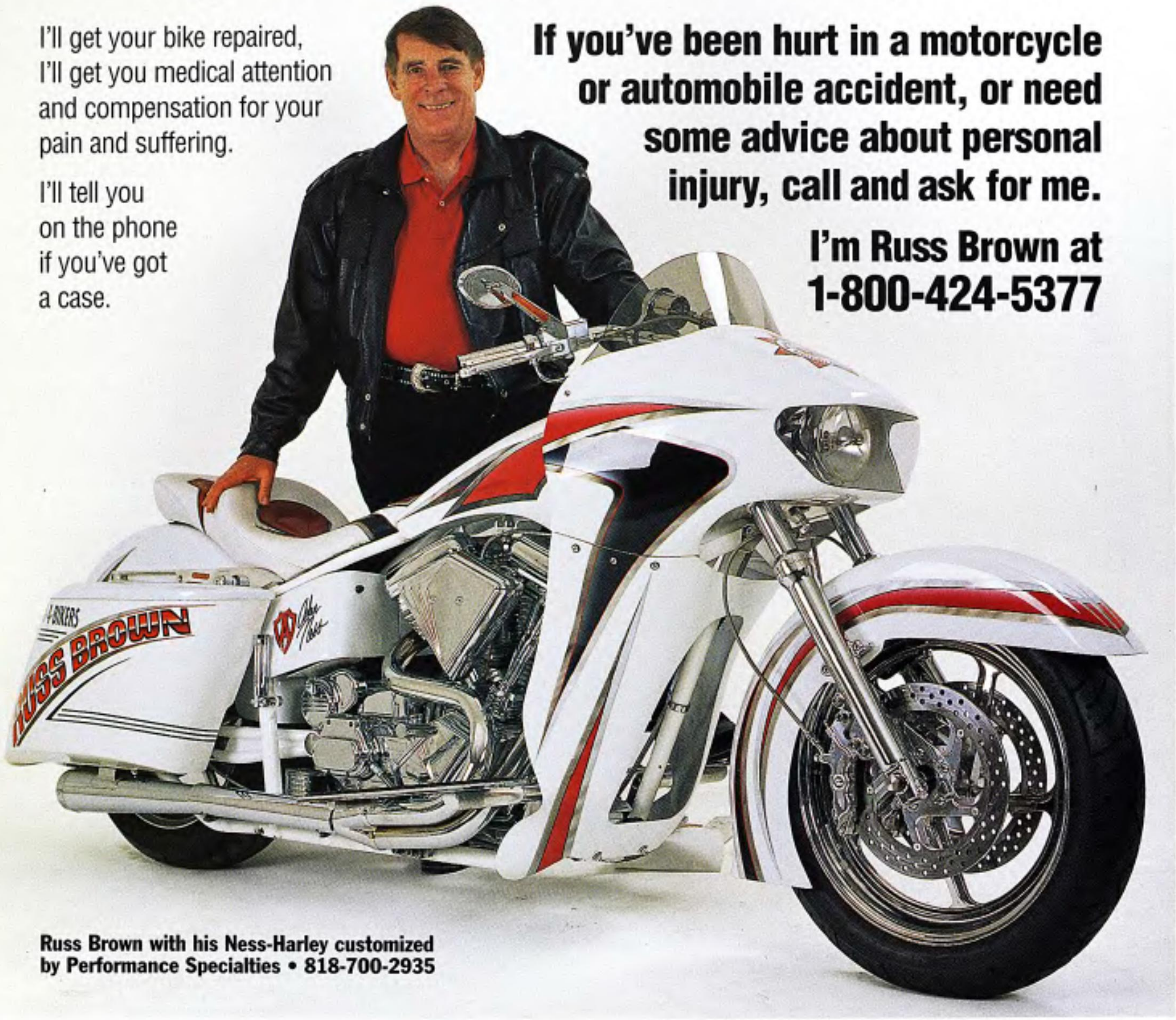

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WordMonger

Get Real

Whoa here, people. In April's Wordmonger a woman was bitchin' about the foldout being trashy. One month someone's bitching about not enough smut—then another bitches about too much. Which is it, folks?

Personally, I like naked women, and there's room for more in my world! If you're offended, maybe you shouldn't read this mag. Go back to sucking on Jerry Fallwell, wipe the cheese squeeze off the saddle, and ride the hell off a cliff somewhere!

Get real, folks. Enjoy the ride.

Lucky Man
Masonville, Colorado

Poor Man's Trailer

Well, Easyriders, you've done it again! Thanks for a great time at the Columbus Invitational Bike Show this past February. Raisin pie for all who ran the show; it truly was the "Academy Awards" of bike shows. What an awesome display of craftsmanship. What was even better was that the show was dedicated to Rip. Kim Peterson did a nice job at the end of the show in speaking about Rip and his impact on motorcycling—classy job.

Some guys at the show particularly liked my "poor man's trailer," so I thought I'd share the idea. I have a full-size pickup truck, and an H-D new bike box fits perfectly in the bed. Go to your nearest H-D dealer and get a box (free), put the box over the bike, cover the holes with duct tape, strap the box down, and there you go—a disposable, fully enclosed trailer! Real world tested to be good for at least eight hours in the rain. Here's a shot of the bike that rides inside the box, *only* transported for winter shows.

Matt Weerts
Waukesha, Wisconsin

ER Theft

We recently had the local telephone company out to install a new internet connection. Besides doing a lousy job that had to be redone, the young prick stole our January and February issues of your excellent mag. The phone company has replaced the January issue but not the February issue-which was the one we hadn't even read yet.

Whatever happened to a code of honor? If you guys print this, I hope he reads it and feels like the asshole he is.

Howard & Heidi Brown
Christiana, Pennsylvania

We felt so sorry for Howard and Heidi that we sent them a February issue.

A Deer Warning

In October of last year I was hit by a buck (deer) while riding my '94 FXR. Luckily I suffered only scratches, a broken/dislocated ankle, and four broken ribs. But while in the hospital, I was told of another bro who was killed on his bike the day before by a deer.

So I just wanted to remind other riders that in the fall of the year, male deer have only one thing on their minds, and they don't care what time of day it is or who they run into to get it.

Back in the Saddle
Freeland, Maryland

Susie My Ass

Easyriders November '85: I remember when I got that issue. I couldn't believe the resemblance: that face, those pouty lips, and those *nipples*. But you referred to her as Susie.

Recently I was checking out some porno Web sites on the internet when low and behold: a very familiar picture came up. I immediately started digging through my back issues. Not knowing which issue it was, I was in a frantic search. I recalled she was on the front cover too. But some of my issues no longer had covers. My search grew more intense. My place was a mess, *Easyriders* magazines everywhere. But just when I thought all hope was lost, there it was (without a cover)—those same pictures.

Susie my ass, those are Traci's nipples. I mean Traci Lords! I mean Traci's nipples!

Traci Crazy Rock
Tyler, Texas

In Memory Of

My son Mark Eder died a tragic death on March 16, 1999, at the age of 25. He was always a "biker" from the time he was a tot. He subscribed to your magazine and sent many articles to you. I was hoping I could have the enclosed photo and a short "in memory of Mark Eder (6/12/73 to 3/16/99)" published. The phrase "It's not the destination, it's the journey" was so true for Mark. He had a great journey for his time on earth.

As a mom, this would be a great gift for such a tragic loss.

Linda J. Eder
Apollo, Pennsylvania

And On It Goes

This is proof that people only hear what they want to hear. Hey, Ron Capps (March 2000 issue), reread the letter in the December issue. It clearly says, "I'm not bitchin'." I was not in any way putting the girl down. I was just curious. If I had a chance to sleep with that girl, my penis would thank me for years to come. If you're going to write a retort, make sure you read the letter first.

Douche Bag
Frazeysburg, Ohio

Some Advice

This is a warning to anyone who rides. I was one of those "it can't happen to me" bikers who thought that insurance was wasted dollars. I figured if I was involved in an accident: (a) it would be minor (laying the bike down), or (b) I'd be dead and it wouldn't matter. So I got the minimum insurance coverage and got some cool stuff for my ride.

I had my new Road King three weeks when one early evening on my way home from work, the truck I was passing decided to turn left into a driveway. I got seriously hurt: broken left hip, broken pelvis, broken left arm, three broken ribs, punctured lung, liver that was nicked, and a shattered right leg. That was September 9, 1999. It's now March 2000, and I'm looking at July, August, or September before I can return to work.

The good news: I had H.O.G. insurance, and since I'd spent the big bucks on a new FLHR and owed the finance company, I had "full coverage" insurance. The bad news: The driver of the truck was drunk, had no working lights or turn signals (now I know how the accident happened), and had the minimum insurance required by the state of Washington.

Currently in Washington (and probably your state, too), underinsured motorist coverage is not required for motorcycles, but is a mandatory coverage requirement for automobiles. ABATE, please work to change this! If I hadn't had good medical coverage through my wife's and my work, I would have been in hock for the rest of my life.

Doug
Shelton, Washington

Lisa's Boobs

While I was having my picture taken with "Miss Easyriders 2000" at the Columbus Bike Show, the young lady taking the picture mentioned that I had covered up Lisa's boobs. Yes indeed I had. I need only go to the October issue of *Easyriders* to see her boobs. Give an old biker a little credit. I would prefer to snuggle those sweater puppies than have a picture of the two of us sitting two feet apart just so her boobs would show.

Aside from her natural beauty and generous endowments, Miss Lisa Logan is 100-percent personality. You couldn't have made a wiser choice for "Miss Easyriders 2000."

Michael
Kokomo, Indiana

Digs Jesse

I've been following your build of of the Jesse James Camel Bike and can't wait to see the finished ride. When is it coming out? West Coast Choppers has attitude!

Buzz
North Miami Beach, Florida

You're holding the issue in your hand. Check out the nasty Camel chopper by Jesse on page 57.

Cher's Sis

Is that Cher's little sister or somethin' on the cover of the April issue?

Ed Chigliak
Anchorage, Alaska

Or somethin'.

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TITAN

Scott Ozmun has ridden many miles of freeway flyin' fun on this screamin' yellow zonker, designed and built by himself with a lot of help from his friends. 'Course, with friends like his, this custom sled was a shoe-in to win it ... in just about a minute! Right from the very first fiery belch out of its pipes, this bike blasted down the tarmac like a bat outta hell. It's the kind of bike that demands all of your attention. Yeah, you better be alert on this pup. Try havin' yer torsion bar snap at 85 mph! What do ya expect when ya ride it like a scalded dog for 12,000 scrotum-scratchin' miles in about a year?

Scott's sweetie, Mac, has been hangin' onto the pillion pad the whole time for runs from the Windy City on down to Key West, out to California, and their favorite road trip, from Chicago to Sturgis. Just to be sure that Oz wasn't telling this tale whilst in a Jack Black-induced stupor, he related to us that while broken down in the desert—dead cell phone, blown motor—that it's the folks you meet that make the trip. Don't forget Scott's tech tip: Carry Yamabond to hold it together on a long ride. Part of the lifestyle is sittin', broken down on the side of the road ... but enough about not ridin'.

Screamin' Yellow Zonker

This is the bike that almost never was. Definitely not the bike of choice for first time riders, or builders for that matter. After a bad trip to the chrome guy, a tripped-out trip to the paint guy (who thought it looked cool the way he did it, regardless of what Scott wanted), things had to improve. Scott's mind was on Macs' buns—and he wanted her to remain in a finely tuned state—so he got the finest seat for this scoot from Bitchin' Bob at Bitchin' Stitchin'. But then came a lesson in Wiring 101 with a Czech electric tech named Ali-Baba, who spoke no English, but on the third attempt ... the electrons were moving in the right direction and everyone understood that when you turn the key, the lights *and* the motor are supposed to work.

With a wheelbase of 114 inches, this is one fine ridin' yellow long fellow. "When she's running," there are very few sweeter rides in the two-wheeled lane of life. Like Oz says, "*When* she's runnin." Hey, nothing worth having can be had without a price. Oz would like to give special thanks to Bird, Oxford, Pat Kennedy, Phil Day, and Mac.

—Cheese Man

Owner: ....Scott and Mac Ozmun
City: ....Evanston, Illinois

General

Fabrication: ....owner
Year/make: ....1996 Chopper
Model: ..FXST LFE (long front end)
Assembly: ....Scott, Bird, Oxford
Chroming: ....bad

Engine

Year/model:......................1996 Evo
Rebuilder: .....Barry, H-D Las Vegas
Ignition:..........................Dyna 2000
Displacement:......104 cubic inches
Lower end: ....S&S
Balancing: ....Barry
Pistons:........................J&E, 10.5:1
Cases: ....Sputhe
Heads:................STD/Jerry Branch
Cam: ....S&S
Lifters:....................................JIMS
Carb: ....S&S Super E
Air cleaner:.............................Ness
Pipes:.................................Porkers

Transmission

Year:.......................................1996
Modifications: ....Andrews gears

Painting

Molding: ....DCC
Painter:...................................DCC
Color/type: ....yellow/latex
Special paint: ....flames

Frame

Year/type: ....1996 Softail
Builder: ....Daytec
Modifications:........43-degree rake, 10-inch stretch

Accessories

Bars: ....drag bars
Handlebar controls: ....Ness
Fenders: ....strutless, welded
Headlight:.....................Headwinds
Taillight: ....Pro-One
Pegs: ....Legends/KüryAkyn
Foot controls: ....KüryAkyn
Electrics: ....Ali Baba
Gas tank:...................Pat Kennedy
Oil tank: ....Custom Chrome
Oil system: ....H-D
Seat: ....Bitchin' Stitchin'
Mirrors: ....Arlen Ness
Grips:...........................Arlen Ness

Forks

Type: ....Tolle
Builder: ....Pat Kennedy
Modifications: ....20 over

Wheels

Front

Type: ....Pat Kennedy 80-spoke
Size: 21-inch
Tire:...Avon
Brake:..ISR

Rear

Type: ....Pat Kennedy 120-spoke
Size: 16-inch
Tire:...Avon
Brake: ....Ness
Photos: ....Chuck Emery

CITY TO BIKERS: HAND OVER YOUR WALLETS

$TURGI$

RALLY & RIPOFF©

This magazine has supported and promoted the Sturgis Motorcycle Rally for three decades. We still support the rally, by which we mean the bikers who make it happen. Unfortunately, we must report that the city of Sturgis and the Sturgis Area Chamber of Commerce have embarked on an effort to take more money out of your pocket—a lot more money.

Think of how much you spend after arriving in the Black Hills. The $200-plus per night for a "Bates Motel" style of room and the heavy state and local sales taxes. Think of how much is added to goods and meals because of the permit fees levied against vendors or the $200,000 per week lot rentals. Think of how all of us have increased property values, and the resultant taxes flowing into the city's treasury.

Now the city wants more: ten times more! That's the word from M. David Allen, president of Champion Sports Group, a Huntersville, North Carolina, sports marketing firm whose clients include NASCAR and race-car driver Dale Earnhardt. The city and the Sturgis Chamber of Commerce have hired Champion as their management and licensing agent, and Allen openly admits that he wants to squeeze ten times the money out of bikers for the city.

The linchpin to higher revenues is a plan by the city to claim a proprietary right to the terms "Sturgis" and "Black Hills" as they relate to the rally, despite the fact that the city holds no federal trademark on any name associated with the event (not to mention the fact that the Black Hills aren't even within the city limits). "As a rule, geographical names are not trademark-able," says Lawrence Weiss, a lawyer with Pantaleoni, Govens & Weiss, a prominent Manhattan intellectual properties law firm.

Nonetheless, Allen says the city has "common law rights" under South Dakota law to the name Sturgis when used on T-shirts, caps, or any product or event, and is attempting to levy a 15 percent licensing fee on all such products. A large T-shirt printer we interviewed said this fee would be passed along to the vendors who would in turn pass it along to customers.

Does the city have the right to commandeer the rally in this fashion? The first test is imminent. As we went to press, Sturgis and the Chamber of Commerce filed for a preliminary injunction order in federal court against Sturgis Rally & Races, Inc. (also known as Sturgis Bike Week, Inc.) enjoining the firm from using "Sturgis" or "Black Hills" in any "exhibits, promotions, competitions, concerts, and related activities" it might promote in connection with the bike rally. The defendant had provided marketing and management services for the city before Champion entered the picture.

The city is represented in the action by Michael P. Reynolds, a lawyer with the Rapid City firm of Quinn, Day & Barker, who said that while the injunction is only being sought against Sturgis Rally & Races, it would have "precedential value." That is, if the city and Chamber are granted the injunction, it would serve as a precedent, and could be applied against other businesses that attempt to use the Sturgis name.

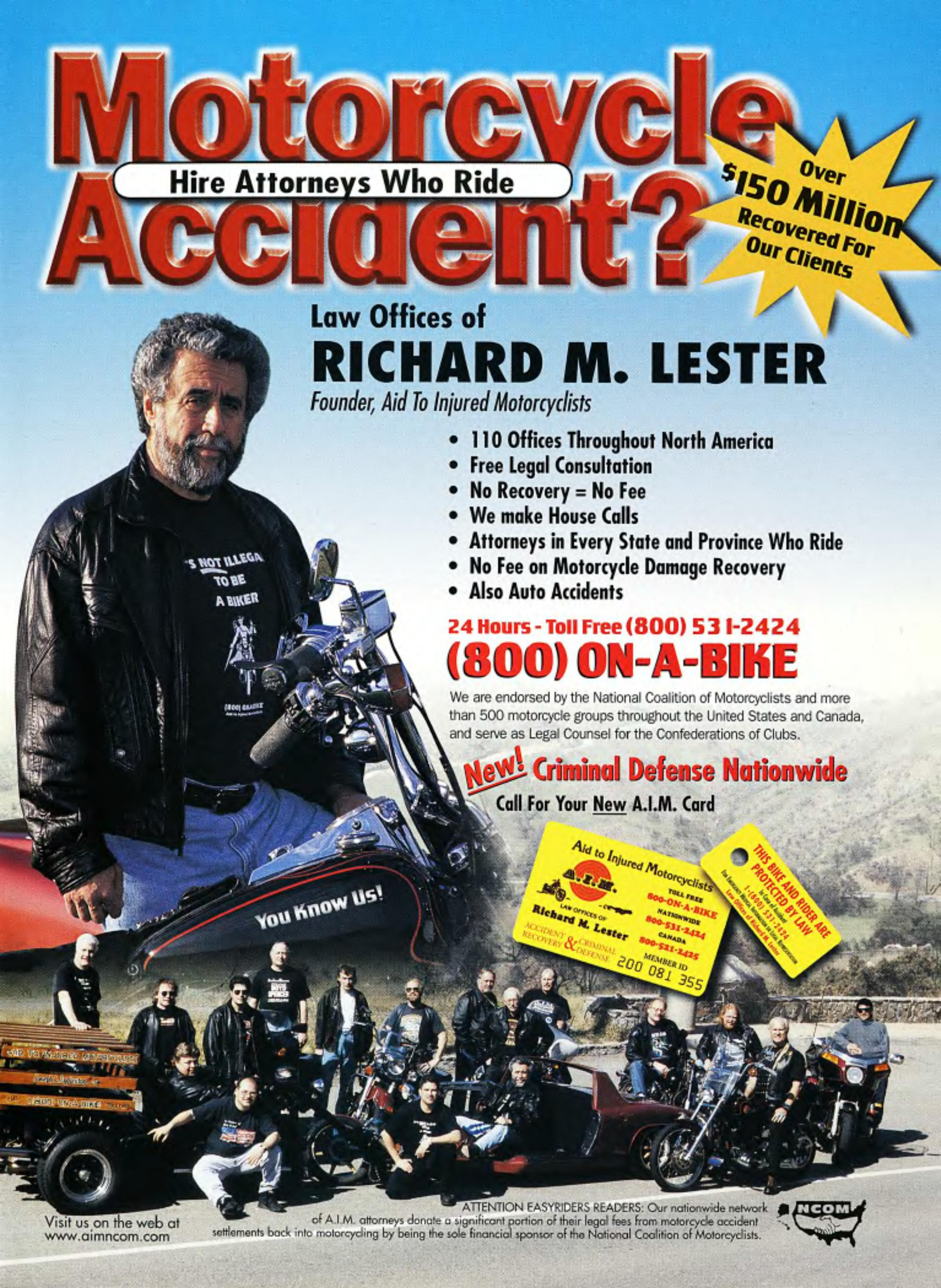
Champion's David Allen asserts that no business, even if located within city limits, has a right to print "Sturgis, South Dakota," its address, on a T-shirt, without a license from Champion, if the bulk of those T-shirts are sold during rally week. In fact, the event known best simply as "Sturgis" has no official name. Founded by the Jackpine Gypsies Motorcycle Club in 1938, it has been called a number of things: Sturgis Rally & Races, Black Hills Motor Classic, Black Hills Motorcycle Rally & Races, but mostly just Sturgis. In its motion for an injunction, Michael Reynolds stops short of saying the city founded the rally, but gives it credit for the rally's success, pointing to the city's "extensive sponsorship, promotion, and support." In a phone interview with *Easyriders*, however, Reynolds was unable to cite any specific city promotions or expenditures outside of a "Web site" and "long-distance phone calls."

Bikers at recent Sturgis rallies tell tales of a city far less supportive than Reynolds describes in his brief. City police have grown fond of issuing a variety of harassment tickets, such as exhibition driving ($55), having an open container in public ($75), illegal handlebar height ($20), and indecent exposure ($95). "The event is disruptive," says Reynolds. Champion's Allen says the bikers are a "drain" on the city and "a hassle for the residents."

We will tell you next issue whether U.S. District Court Judge Karen E. Schreier granted the city's motion for an injunction. Larry Von Wald, the lawyer for the defendant, Sturgis Rally and Races, likened the city's actions to "trying to trademark the Fourth of July." In researching the case, Von Wald was unable to find another instance of a city attempting to claim ownership of an event by virtue of its location. Champion's Allen admits that his primary client, NASCAR, does not, for example, pay a licensing fee to the city of Daytona, Florida, for use of its name in the Daytona 500 car race.

Even if Judge Schreier denies the motion for an injunction, Allen said the city and Champion will not allow a federal judge to deter them from enforcing what they believe to be a common law trademark and collecting licensing fees. Allen reminded bikers that he has plenty of clout: "Even though the city of Sturgis did not create the rally, it could shut it down."

The city, Allen points out, allows centerline parking, temporary vending licenses, and the like. "It doesn't have to," says Allen. He issued a warning to resident merchants who oppose Champion's plans. "The city could cripple the rally," Allen says, "and we could destroy land values up and down Main Street."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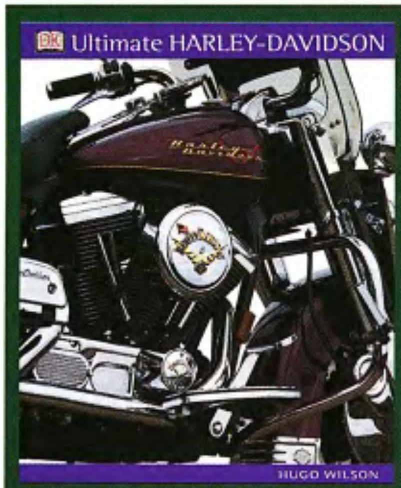
Take a gander at this smooth, wide-style, billet inverted fork front end setup from Mean Streets Products. Offering show-stopping style and made from quality materials, these forks feature massive 54mm polished billet upper tubes, sleek polished billet triple clamps and lower legs, hard chromed steel alloy lower tubes, a solid steel steering stem and alloy steel axle shaft. Available with single- or dual-disc mounts. Mean Streets Products • (915) 592-6887 www.meanstreetsproducts.com.

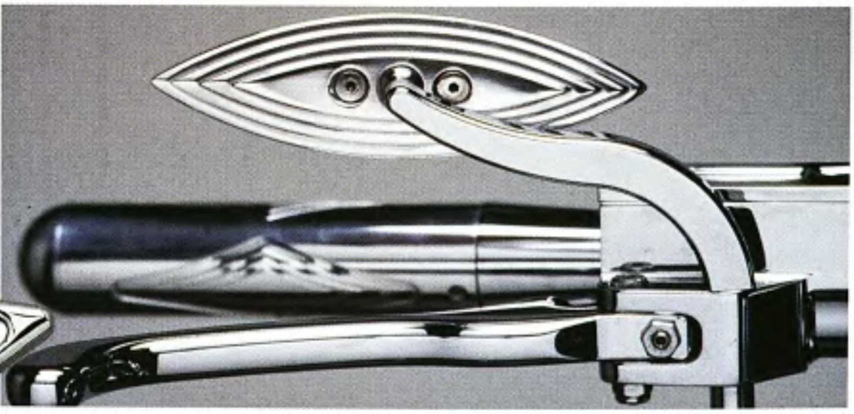


ULTIMATE HARLEY

Remember your first Harley? Of course you do, and so does author Hugo Wilson. His book, *Ultimate Harley-Davidson,* was written for those of us who can't live without our rides. Packed with photos, the book shows off more than 70 of the finest models H-D ever put to the pavement. Each featured bike is a big two-page spread in full color with plenty of details to drool over. Available at book stores everywhere.

BOOMCANS

Master bike builder and all-around swell guy Russ Tom of Seattle's Downtown Harley has teamed up with Drag Specialties to produce these massive "Boomcan" slip-on mufflers. These thangs look great on dressers! Despite their unique appearance, Drag-DHD Boomcans fit the OEM headpipes and mount in the same location as OEM mufflers for easy installation. Baffles are removable and can be packed so you don't go deaf. You'll find 'em at your friendly neighborhood Drag Specialties dealer.



TOO SLIM

Paul Yaffe builds some wild, kickass rides, and now you can put a little Yaffee design on your prized putt. The Slim and Bullet mirrors pictured here are what ya call "minimalist," which has somethin' to do with being small and cool. If you're into "less is more," these pups are for you. Paul Yaffee Originals • (602) 266-8226 www.paulyaffeeoriginals.com.

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Russ Tom says that he rode this green lab experiment of a bike all the way from Santa Monica to Castaic Lake (approximately 70 miles) for the Love Ride and that the heat from the exposed rear cylinder rocker box cover that pokes up through the green gas tank never really got hot enough to cook his genitals. In fact, Russ dropped a breakfast burrito into the small hole in the top of the rocker box and had himself a hot meal by the time he got to the site of America's biggest damned charity ride. All I know is, everybody (all 87 gazllion people) at the event stood staring at the weird green concoction, muttering "what the hell is that?" over and over, and Russ just giggled in a sinister way, wearing a pair of smoking, charred jeans.

A REALLY WEIRD GONAD-WARMER FROM RUSS TOM

Green Meanie

Yes, this is a weird one, but ya know what? Take a really close look at this thing and you'll discover it's fuckin' neat! There is so much hand-fabricated stuff on this scoot that it's hard to find a piece that is stock from Harley. But H-D it is! The motor is an 80-cubic-inch Evo with a Screamin' Eagle cam and an S&S carb fitted with a Paul Yaffee air cleaner. The pegs are from Storz, the mirror from JayBrake, the shocks by Works Performance, the front forks from Showa, and the brakes on those amazing Rick's wheels are from Performance Machine and GMA. The rest of this wild ride is all the wicked brainchild of Russ and the boys up in Seattle at Downtown Harley-Davidson.

Sure, we've seen some amazing customs from Mr. Tom, from long-ass choppers to incredibly short bobbers, from screamin' dressers to Sportsters on steroids, to you name it. But nobody, I mean *nobody* ever saw anything like this Green Meanie until Russ toasted his 'nads to bring it down to the Love Ride this year.

To say this critter is trick doesn't begin to do justice to the remarkable powder-coating, molding, painting, and finish on the DHD handmade perimeter Softail-type frame and engine, the flawless sheet metal work cloaked in House of Kolor lime pearl by Billy Bob Swann at Pro Cycle Design, the mind-melting left-side brake and pulley ... Yeah, at first glance it's weird, but the more you look, the more you have to hand it to Russ and his madcap team. This is something the Green Lantern would ride—a scoot for super heroes. I know Russ built this to make you do one thing: wonder what the hell he's gonna come up with next.

—Phantom Dave

Owner: Russ Tom
City: Seattle, Washington

General

Fabrication: Downtown Harley-Davidson (DHD)
Year/make: 1999 H-D
Model: Softail
Assembly: DHD
Chroming: absolutely none

Engine

Year/model: 1999 Evo
Rebuilder: DHD
Ignition: Crane
Displacement: 80 cubic inches
Lower end: H-D
Balancing: DHD
Pistons: H-D
Cases: factory
Heads: stock
Cam: Screamin' Eagle
Lifters: factory
Carb: S&S
Air cleaner: Paul Yaffee
Pipes: DHD

Transmission

Year: 1999
Modifications: ceramic-coated

Paint

Molding: Pro Cycle Design
Painter: Billy Bob Swann
Color/type: platinum silver and lime pearl/House of Kolor

Frame

Year/type: 1999 perimeter Softail-type
Builder: DHD
Shocks: Works Performance
Modifications: 27½-degree rake, negative 4 inches

Accessories

Bars: K&H
Handlebar controls: DHD
Fenders: DHD
Headlight: H-D
Taillight: Paul Yaffee
Speedo: Dakota Digital
Pegs: Storz
Electrics: DHD
Foot controls: DHD
Gas tank: DHD
Oil tank: DHD
Oil system: DHD
Primary cover: H-D
Seat: Mac's
Mirrors: JayBrake
Grips: Magura USA

Forks

Type: telescopic
Builder: Showa
Modifications: 4 under

Wheels

Front

Type: Rick's
Size: 16-inch
Tire: 120 Pirelli
Brake: Performance Machine

Rear

Type: Rick's
Size: 17-inch
Tire: 200 Pirelli
Brake: GMA

Photos: Bruce Carroll

Mad Dog was bummed because the bros gave him a sweater for his birthday.

He'd been hoping for a moaner.

Doris P.
USA

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

Gakona Independence
Day Party/ABATE
State Rally
Date: July 4
Info: (907) 566-3332

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Arizona H.O.G. State Rally
Date: June 22-25
Where: Williams
Info: (480) 812-8932

Friendship Run
Date: July 7-9
Info: (501) 605-0532

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Kiwanis Redwood Run
Date: June 9-11
Info: (707) 247-3424

Rip's BAD Ride
Date: June 11
Where: Irvine Reg. Park,
Orange County
Info: (323) 966-2890 x 314

Freemont Travelers
Fathers Day Poker Run
Date: June 18
Info: (925) 455-9704,
(510) 794-0714

Vintage Short Track
Motorcycle Races
Date: June 24
Where: Ventura
Info: (805) 650-6777

Humpers MC Poker Run
Date: June 24
Where: Redding
Info: Humpersmotorcycleclub@ juno.com

Custom Bike Show
Date: June 24
Where: Hawthorne
Info: (323) 938-1175

Antique Motorcycle
Show & Swap Meet
Date: June 25
Where: Ventura
Fairgrounds
Info: (805) 650-6777

Independence Rally
Date: July 3-5
Where: Hollister
Info: (831) 634-0777

COLORADO
ABATE of Colorado
Info: (303) 659-6374

State H.O.G. Rally
Date: June 15-18
Where: Crested Butte
Info: (800) 258-2464

All Harley Drags
Date: June 17-18
Where: Denver
Info: (303) 697-6001

Rocky Mountain Thunder
Date: June 30-July 2
Where: State Fairgrounds
Info: Easyriders Denver
(303) 584-9886

Dream Run, benefits
Dreamweavers
Association, which
grants wishes to
terminally ill children
Date: July 1
Where: Easyriders
Denver to Colorado
State Fairgrounds
Info: Easyriders Denver
(303) 584-9886

Ladies Run of Colorado
Date: July 8-9
Info: (303) 477-6227

CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

Easyriders
Motorcycle Rodeo
Date: July 7-9
Where: Speedway,
Waterford
Info: (800) 962-9857

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Run Amuck Run/
State Meet
Date: June 9-11
Info: (941) 743-8337

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 1 Bike Rodeo
Date: June 9-10
Info: (404) 294-8900

Dist. 2 Ride For Sight
Date: June 17
Info: (404) 294-8900

ABATE Dist. 13
Fathers Day Cookout
Date: June 18
Info: (404) 294-8900

Dist. 3 Summer Blast
Date: June 23-25
Info: (404) 294-8900

Dist. 8 Appreciation Day
Date: June 24
Info: (404) 294-8900

ABATE Dist. 8 Cookout
Date: July 1
Where: 5 Pines
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

Weiser Bike Rodeo
Date: June 24
Info: (208) 344-3298

ICMS Fun Valley Rally
Date: July 14-16
Where: Deer Creek Lodge
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Hogrock River Rally
Date: June 8-11
Where: Cave In Rock, on
the Ohio River
Info: (618) 289-4724
www.hogrock.com

East Run
Date: June 10
Where: Springfield
Info: (217) 544-7954

Mother Road Ride/
Rally to L.A.
Date: June 10-17
Where: from Chicago
Info: (817) 488-4940

Black Diamond Chapter
Summer River Poker Run
Date: June 17
Info: (217) 854-9822

ABATE State Party
Date: June 23-25
Where: Altamont
Info: (217) 544-7954

AMA Flattrack
Championships
Date: July 1
Where: Joliet
Info: (217) 753-8866

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Carroll Co. ABATE
Poker Run
Date: June 10
Info: (317) 422-8040

Putnum Co. ABATE
Blood Drive/Hog Roast
Date: June 10-11
Info: (317) 422-8040

Reg. 9 Pappy Carver Run
Date: June 11
Info: (317) 422-8040

ABATE Fulton County
Party Lite Jam
Date: June 16-19
Info: (317) 422-8040

June 16-19 ABATE Hog
Roast/Poker Run
Date: June 16-19
Info: (317) 422-8040

NE Indiana Bike Pulls
Date: June 17-19
Info: (317) 422-8040

ABATE Ripley Co.
Bike Show/Poker Run
Date: June 17
Info: (317) 422-8040

ABATE Spencer Co.
Dead Zone
Date: June 17
Info: (317) 422-8040

ABATE Greene County
Picnic
Date: June 23-25
Info: (317) 422-8040

ABATE Harrison County
June Bug Jam
Date: June 23-25
Info: (317) 422-8040

ABATE Shelby County
Family Campout
Date: June 23-25
Info: (317) 422-8040

Reg. 13 Gonads Go Mad
Date: June 23-25
Info: (317) 422-8040

ABATE Adams County
Christmas In June
Date: June 24
Info: (317) 422-8040

ABATE Lake County
Summer Madness
Date: June 24
Info: (317) 422-8040

Region 3 Freedom Rally
Date: June 24
Info: (317) 422-8040

ABATE Montgomery
County Robin Carter
Memorial Run
Date: June 24
Info: (317) 422-8040

ABATE Decatur County
Freedom Run
Date: June 24
Info: (317) 422-8040

ABATE Jasper/Newton
Counties Lincoln Daze
Date: June 25
Info: (317) 422-8040

ABATE Kosciusko County
Hawg Waller
Date: June 30-July 1
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

ABATE Freedom Rally
Date: July 1-3
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE District 15 Bash
Date: June 9-11
Info: (785) 597-5140

AMA Flattrack
Championships
Date: June 10
Where: Topeka
Info: (785) 862-4781

Dead End Biker Rally
Date: June 15-18
Where: Peru
Info: (316) 725-5526

MDA Poker Run
Date: June 17
Info: (785) 625-2022

ABATE Dist. 5 Poker Run
Date: June 24
Info: (785) 597-5140

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

Somerset V-Daze XVI
Date: June 19-23
Info: (877) 833-3687

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

ABATE State Party
Date: June 9-11
Where: Cumberland
Info: (410) 263-9185

Women's Motorcycle Rally
Date: June 16-18
Where: Ocean City
Info: (410) 850-8528

ABATE Father's Day
Poker Run
Date: June 18
Where: Baltimore
Info: (410) 263-9185

State H.O.G. Rally
Date: June 21-24
Where: Deep Creek Lake
Info: (800) 258-2464

ABATE Frederick
County Poker Run
Date: June 25
Info: (410) 263-9185

ABATE Multi-Chapter Run
Date: June 25
Where: across the Bay
Bridge to Chestertown
Info: (410) 263-9185

ABATE Anne Arundle
Chapter Liberty
Poker Run
Date: July 1
Where: Brewsters
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

Charity Poker Run
Date: June 13
Info: (508) 832-2769

Victory Theatre Ride
Date: June 13
Where: Easthampton
Info: (413) 532-0852

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

ABATE State Rally/
Freedom Run
Date: June 7
Where: to Lansing
Info: (734) 326-5897

Evergreen Park Benefit
Date: June 9-11
Info: (517) 673-4743

WITW Poker Run
Date: June 10
Where: Saginaw
Info: (517) 752-9106

ABATE of Mich.
State Field Meet
Date: June 16-18
Where: Oil City
Info: Tony (734) 326-5897

ABATE Region 14
Dad's Day In Hell
Date: June 18
Info: Jeff (734) 482-1779

ABATE Reg. 15
Penrickton Poker Run
Date: July 15
Info: Bugs (313) 565-8596

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

Make-A-Wish of Minn. Kokesh/SRO Poker Run
Date: June 17
Where: St. Croix River
Info: (612) 786-9050

Jim Hogan Fun Run
Date: June 24-25
Where: Cloquet
Info: (218) 384-9936

Motorcycle Madness
Date: July 9
Where: Anoka Fairgrounds
Info: Kokesh Cycles (612) 786-9050

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Father's Day Pig Roast/Campout
Date: June 16-18
Where: Cape Fair, near Branson
Info: (417) 334-0775

Easyriders Motorcycle Rodeo
Date: June 30-July 2
Where: Missouri State Fairgrounds, Sedalia
Info: (800) 962-9857

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

ABATE District 3 Loupe City Hog Roast
Date: June 24-25
Info: (308) 987-2661

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Correctional/Peace Officer Memorial Poker Run
Date: June 10
Where: Carson City
Info: (775) 265-6998

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

77th Annual Motorcycle Rally & Race Week
Date: June 11-18
Where: Laconia
Info: (603) 366-2000

Scattered Poker Run
Date: June 17
Where: Meredith
Info: (603) 356-6546

Bike Bash and Party
Date: June 24
Where: Pittsburg
Info: (603) 538-7171

Great North Woods Ride & Bike Blessing
Date: June 25-27
Where: Colebrook
Info: (603) 237-5511

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Americade 2000
Date: June 7-12
Where: Lake George
Info: (518) 656-3696

Super Sunday Swap Meet
Date: June 24
Where: Orange County Fairgrounds, Middletown
Info: (860) 355-9771

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

Ride for Kids, to benefit Pediatric Brain Tumor Research
Date: June 26
Where: Asheville
Info: (800) 253-6530

Easyriders Rodeo
Date: July 14-16
Where: Wilson County Fairgrounds, Wilson
Info: (800) 962-9857

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Menoken Grove Rally
Date: June 9-11
Info: (701) 223-5609
(800) 726-4094 (in state)

Prometheus MC Zoo Run
Date: June 23-25
Where: Wahpeton
Info: zoo-run@lets-ride.com

OHIO
ABATE of Ohio
Info: (800) 252-4537

AMA Flattrack Championships
Date: June 24
Where: Lima
Info: (419) 666-6450

Hudson Leather Open House
Date: June 26-29
Where: Hwy. 15, Pioneer
Info: (419) 485-8532

ABATE Region 8 Freedom Rally
Date: June 30-July 2
Info: (800) 252-4537

ADBA Nitro Blast
Date: July 1-2
Where: Columbus
Info: (615) 789-3202

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Central Okla. ABATE and Friends Party
Date: June 10
Info: (405) 936-7433

State H.O.G. Rally
Date: June 10
Where: Stillwater
Info: (800) 258-2464

OREGON
ABATE of Oregon
Info: (503) 285-4329

WaCo ABATE Poker Run
Date: June 17
Info: (503) 640-5766

Angie's Run
Where: Colo. River
Date: June 24
Info: (503) 282-4604

ABATE South Coast Jubilee Parade
Date: July 2
Info: (541) 888-8081

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

God Bless America Ride
Date: June 11
Where: Lebanon
Info: (717) 259-7365

Thunder in the Valley Motorcycle Rally
Date: June 22-23
Where: Johnstown
Info: (800) 237-8590

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

DOCC Spring BBQ Lunch Ride
Date: June 11
Where: Lynnea's, Landrum
Info: (704) 843-0429

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

State H.O.G. Rally
Date: June 9-11
Where: Sioux Falls
Info: (800) 258-2464

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

State H.O.G. Rally
Date: June 8-10
Where: Murfreesboro
Info: (800) 258-2464

Dickson/Humphrey Poker Run
Date: June 10
Info: (615) 907-0304

ADBA Dixie Nitro Rally
Date: June 10-11
Where: Memphis
Info: (615) 789-3202

CMT/ABATE Cheatham Points Rodeo
Date: June 16-18
Info: (615) 907-0304

CMT/ABATE SW, Carroll, Volunteer Points Rodeo
Date: June 23-25
Info: (615) 907-0304

CMT/ABATE SW Poker Run/Membership Drive
Date: July 1
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

Republic of Texas Biker Rally
Date: June 9-11
Where: Austin
Info: (972) 866-8363

Houston/Galveston TMRA II Texas Tea Party
Date: June 20-July 2
Info: (713) 944-4488

UTAH
ABATE of Utah
Info: (801) 627-1117

State H.O.G. Rally
Date: June 8-11
Where: Logan
Info: (800) 258-2464

Barbary Coast's Saloon 4th of July Run & Party
Info: (801) 265-9889

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

FORR SW Chapter Ron Willams Memorial Run
Info: Beth (802) 468-5652

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Country Roads Rally
Date: July 17-23
Where: Snowshoe Mountain Resort
Info: (877) 987-4337

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Victory Tour 2000
Date: June 1-Aug. 31
Where: Spokane
Info: (208) 549-0923

ABATE Spring Opener
Date: June 15-18
Info: (425) 643-9675

ABATE Tacoma Chapter Clayton Memorial
Date: June 24
Where: Tacoma
Info: (425) 643-9675

ABATE No Sno Co Delta House Show & Tell
Date: July 8
Info: (425) 643-9675

ABATE E. Pierce County Independence Run
Date: July 8-9
Info: (425) 643-9675

AHDRA Pacific Nationals
Date: July 8-9
Where: Seattle
Info: (336) 924-2095
www.ahdra.com

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

AMA Flattrack Championships
Date: June 17
Where: Mineralwells
Info: (304) 485-8000

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

State H.O.G. Rally
Date: June 21-25
Where: Milwaukee
Info: (800) 258-2464

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyo. Coalition of Bikers
Info: (307) 687-0459

State H.O.G. Rally
Date: July 14-16
Where: Rock Springs
Info: (800) 258-2464

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

CMCR Poker Run
Date: June 10
Where: Font Hill
Info: Scott (905) 892-8721

Poker Run
Date: June 10
Where: Guelph
Info: (519) 882-6359

Poker Run
Date: June 11
Where: Aardvark Blues Cafe, Windsor
Info: (519) 977-6422

Ride for Sight
Date: June 16-18
Where: Toronto, Ontario
Info: (800) 461-3331

Manitoba Ride For Sight
Date: June 23-25
Where: Ho-Down Barn, Stead, Manitoba
Info: (204) 738-2324

CMCR Poker Run
Date: June 24
Where: Hamilton
Info: Eric (905) 318-5316

H.O.G. Quebec Provincial Rally
Date: June 30-July 2
Info: (800) 258-2464

H.O.G. National Rally
Date: July 6-8
Where: Colingwood, Ontario
Info: (800) 258-2464

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

headliner

MMI Contest Winner

Photo: Brian Krauss

Back in the December issue of *Easyriders* we announced a contest with the Motorcycle Mechanics Institute. We intentionally left some spaces blank in the tech sheet of Wymond Walkem's gorgeous Indian chopper and asked that you send in the completed tech sheet along with a few words on why you should win a free scholarship to MMI to become a Harley mechanic. In the months that followed we got literally thousands of entries. Each letter was read, each set of answers were examined, and it was a pretty tough job to find a winner.

The man who came out on top was Brian Krauss of Orlando, Florida. Not only did he answer all the tech questions correctly, he touched us with his sincere letter. It has been Brian's dream to become a Harley mechanic, one I know many of you share. As part of his letter Brian said, "I feel that the personal freedom that one can create with a custom motorcycle is second only to the freedom one gets from riding his or her choice of motorcycle." Right on brother. Congratulations, Brian. You've won the scholarship of your dreams from your friends at *Easyriders* and the MMI.

—*Phantom*

contest news

Win a custom motorcycle from J & P

John Parham and the folks at J&P Cycles are building a custom bike from the J&P catalog just for you. Yep, you could win a killer custom absolutely free by entering the Easyriders/J&P Bike Giveaway. Next month we'll begin the bike build right here in the pages of *Easyriders*. You can follow along as we build your dream scoot. Look for details on how to enter the contest in the September issue of *Easyriders* and look for the finished bike at Sturgis this August!

entertainment news

Jesse James on Discovery Channel

Television producer Hugh King came to us at Easyriders a few months back and asked us to help him put together a TV show about an up-and-coming master bike builder. Hugh wanted someone who represents the future of motorcycling. He wanted someone with attitude, a little bit old school but not the old guard. Hugh wanted a young gun, someone who has created a unique persona with his rolling masterpieces. One man came to mind: Jesse James of West Coast Choppers.

Photo: Michael Lichter

Hugh and his crew from Discovery Channel followed Jesse around for several months, from his mean street shop and his old hood, to building a chopper from the ground up and having it shot for *Easyriders* and *VQ* (see our Camel Bike feature on page 57). Then the crew followed the West Coast crew to Daytona Bike Week and caught Jesse accepting the coveted *VQ* Award for Best Custom Fabricated Bike Builder. The show is called "On The Inside" and will air during the summer. Check local television listings for times and dates.

—*Phantom*

goin' for it

Down Under World Record Attempt

On March 6-10, Bub Enterprises campaigned its Tenacious II streamliner motorcycle at Lake Gairdner, Australia, in an attempt to beat the Easyriders Land Speed Record of 322.150 miles per hour.

Lake Gairdner is located in the Australian outback about four hours by mostly dirt roads from Port Augusta, South Australia. The event was hosted by Dry Lake Racers Australia (DLRA).

Manning's team battled the wind and mechanical bugs in the transmission and ignition, but still managed to make several runs. Just before entering the timed mile on Friday morning, the motor threw a rod and there wasn't time to install the spare motor. Their best recorded time was 289 mph.

The Bub Enterprises team vows to keep trying and, as always, we wish them luck.

—Kit Maira

politics

In New Jersey, it's business as usual

When the 208th Session of the New Jersey Assembly closed out for business on January 10, 2000, legislators chose "not" to vote on S-294, allowing adult Garden State riders freedom of choice. Then these shameful freedom- stealin', deal-makin', nonridin', elected politicians gave themselves a pay raise from $35,000 yearly up to $49,000, and congratulated each other on a job well done!

Motorcyclists in mandated helmet states can certainly relate to United ABATE of New Jersey's frustrations. However, as the old adage goes, "We'll be back, 'cause we're not goin' away."

—Twiggy

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Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

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coast-to-coast

Biker News

UNEMPLOYED FLOYD: California bikers once again helped to defeat Dick "Helmet Law" Floyd in the recent Democratic primary elections, sending him packing from the state legislature for the second time. ABATE of California and the Modified Motorcycle Association (MMA) worked together to unseat Assemblyman Floyd back in 1992, the same year Floyd's mandatory adult helmet law took effect in the Golden State, but he carpetbagged into another assembly district and managed to get re-elected. This time, however, his departure should be more permanent, as term limits in the state assembly forced him to run for the senate where he was beaten overwhelmingly by biker-backed candidate Ed Vincent.

Vincent thanked ABATE of California in his victory speech and credited bikers for providing the kind of campaign help we have become famous for.

Floyd, who has been a nemesis to bikers since he first introduced a helmet law bill in the late '80s, distributed last-minute campaign brochures portraying bikers as thugs and criminals, and urging constituents to vote for him as the only legislator who stood up to "these Hells Angels types!"

Back when California's helmet law was signed into law, Floyd proclaimed that bikers "would get used to it." Today, it's Floyd who'll have to get used to life without political power! Good riddance!

IS THAT YOUR FINAL ANSWER?

- 23 million: number of people who watched the Fox television special *Who Wants To Marry A Multi-Millionaire.*
- 3 million: number of people who watched the Republican Presidential Debate on CNN (Source: *Washington Post*)

JUST SAY "NO MORE!": From the state that brought us the first seat belt law in the country, New York is currently considering a new law that would prohibit smoking in your car if you have a passenger under 16! If passed, violators would be subject to civil penalties up to $500 for the first offense, $1,000 for the second offense, and up to a $1,500 fine and 10 days in jail for any subsequent violations.

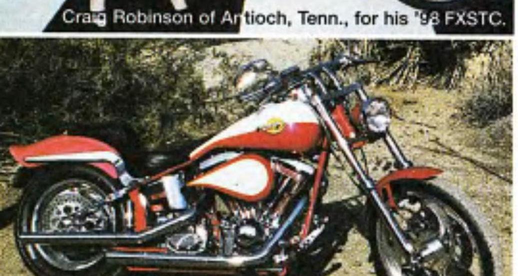
CYBER BIKERS: If you're one of those bikers who's biggest problem in life is how to get the grease stains off your keyboard, you're not alone.

According to marketing information experts JD Power & Associates, more than two out of every three new motorcycle owners reportedly ride the information superhighway, and more than half of those new owners indicated they surfed the net to shop for their new motorcycle! (See below.)

Online bike show winners can be seen every week at www.cyber-cycles.com. Check 'em out.

James Andrew from Maui, Hawaii, for his '94 Sportster.

Craig Robinson of Antioch, Tenn., for his '98 FXSTC.



Ryan Hostetler of Burlington, Colo., for his '98 Softail.

Photos: Cyber-cycles

RIDING BITCH: Harley-Davidson and U.S. Government officials recently made a joint pitch to Japanese leaders to repeal their ban against motorcyclists carrying passengers on the expressway. Japan is the only country in the world to prohibit tandem riding.

THOUGHT FOR THE DAY: "It is to secure our rights that we resort to government at all." —*Thomas Jefferson*

—*Bill Bish, NCOM*

bicycle helmets

Nabbing young criminals in Virginia

Between 1993 and 1995, all northern Virginia jurisdictions passed "feel good" laws allowing police to warn, ticket, and even force children under 15 into courtrooms if they are caught riding a bicycle without a helmet in a public area. The law, although rarely enforced, suddenly picked up a new head of steam. And it certainly isn't for the safety of the children—it's for the revenue. The spin doctors are making outrageous claims saying that wearing approved bicycle helmets would reduce head injuries for children by 85 percent.

Naturally, the Arlington County, Virginia, cops are searching every nook and cranny for crumb-crunchin' little outlaws who refuse to wear the plastic.

Arlington County's police chief, Edward Flynn, thinks enforcing the bicycle helmet law is of paramount importance and can speak from personal experience. Last June, while riding a new hybrid mountain bike and picking up speed on a downward slope, he panicked, and simultaneously applied both front and rear brakes, causing him to flip over the handlebars. For his foolishness and obvious lack of experience, he was promptly rewarded with a broken shoulder.

No disrespect, Chief Flynn, but if anybody needs to wear a bicycle helmet, it's you. And while you're at it, perhaps shoulder pads, elbow pads, and knee pads would also be in order. By the way, the next time you stop one of these junior outlaws, ask 'em to give you some pointers on the fine art of "pedal power." 'Nuff said.

—*Twiggy*

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industry news

A new chopper for American IronHorse

American IronHorse introduced the Legend, its seventh motorcycle model, during Daytona Bike Week. Wearing all black, this soft-style chopper introduces several new American IronHorse features and comes loaded with some powerful options.

"Demand drove us to build it," says Tim Edmondson, president of American IronHorse. "The Legend connects the old with the new. Bikers can relive the excitement of the past while experiencing the powerful, high-quality build of today's American IronHorse motorcycle."

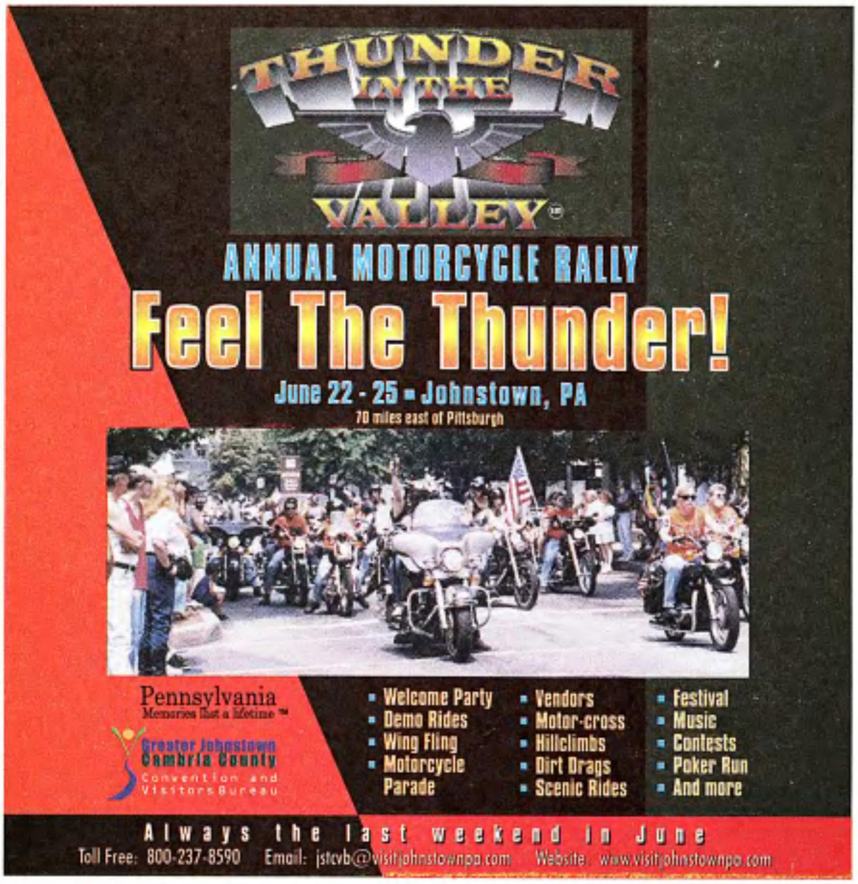
The American IronHorse Legend is the company's first motorcycle to come off the line with a stock S&S 107-cubic-inch motor. At a suggested retail price of $25,950, the hallmark design includes a blacked-out front (a one-piece fuel tank and electronic speedometer), stretched and raked frame, and strutless rear fender.

"The result is a sleek and fierce image that breaks the traditional rules," says Edmondson. "American IronHorse has provided an option on the market that's a step up in quality at a great price. We expect the Legend to attract our existing customers as well as other long-time riders craving the motorcycle they rode thirty years ago."

The American IronHorse Legend also features a spoked wheel, base relief inspection, and clutch covers. Performance upgrades include an S&S 113-cubic-inch engine and 6-speed tranny.

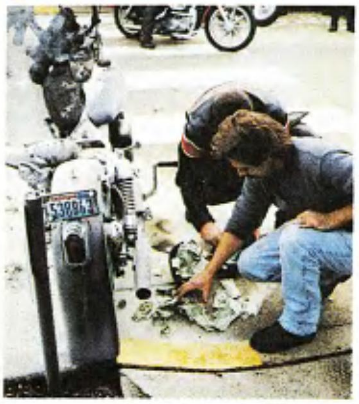
This rig sounds like it's a ton of fun, so stay tuned; we're getting our greasy paws on a new Legend for a road test in an upcoming issue.

—*Lafayette*



good deeds done

Flame on!



The 22nd Annual Olympia Toy Run was memorable for a number of reasons. But what may have appeared to outsiders as a silent protest against helmet laws and other losses of personal freedom was actually ... a bike fire. Luckily, Tony Dilnik of Bonney Lake, Washington, was able to put out the fire with a small extinguisher.

Bikers surrounded the smoldering '77 Shovelhead and noticed the owner's helmet, upside down, next to the bike. Bikers being bikers, the crowd began tossing dollar bills and some $5s and $10s into the helmet. Soon, the cash was overflowing for burnt bike owner Phil Lachance of Kent, Washington. The on-lookers gave Phil over $500 that day, which he'll use to get his scooter back on the road

—Helen Wolfe

good guys finish first

Racing for kids

Photos: AMA and Helen Wolfe

We always like to share with you when riders help kids. Will Davis, team member or Racing For Kids, and AMA Grand National Dirt Track motorcycle racer, recently visited with Danielle here, a patient at Children's Hospital and Health Center in San Diego, Calif. Davis finished fourth overall in the 1999 AMA Grand National Dirt Track circuit. Racing For Kids supporters have visited over 9,500 kids in hospitals in the U.S., Canada, and Australia, and have raised millions for Children's Hospitals.

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKERS DREAM**	1997	0.625	4/26/00	3.75 - 0.50
EZR	**EASYRIDERS, INC.**	1998	0.875	4/26/00	2.00 - 0.62
BIGX	**EXCELSIOR-HENDERSON**	1996	N/A	4/26/00	N/A
HDI	**HARLEY-DAVIDSON**	1986	42.188	4/26/00	86.62 - 22.53
PII	**POLARIS/VICTORY**	1996	31.063	4/26/00	45.68 - 25.56
TMOT	**TITAN MOTORCYCLES**	1998	1.313	4/26/00	5.00 - 1.18

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Chrome Lower Legs.. E-114A. $597.95
Dual Disc Assembly:
(Direct replacement for '80-'83 FXWG BUT, will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)
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Polished Lower Legs.. E-110.. $488.95
Chrome Lower Legs.. E-111.. $597.95
Stock Length FXWG '80-'83
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Chrome Lower Legs.. E-113.. $597.95
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$53.95 & up
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EDELBROCK
E-202 $285.95 & up
Rigid Wide Tire Frame
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E-220 $27.95 $24.95
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W/ Imported Rim.. E-45 $178.95
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Right Chain.. E-75
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E-952
(CHROME!) $19.95
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Panhead Front.. E-17
74 cu. in. Rear.. E-18
Shovelhead Front.. E-19
74 cu. in. Rear.. E-20
80 cu. in. Front.. E-21
Rear.. E-22
Sportster 1000 Front.. E-86
Rear.. E-87
PAN Heads E-1000
SHOV. Heads E-1001
EVO Heads E-1002
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S&S EVO Heads E-909 $919.95
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10th Anniversary of Easyriders Land Speed Record

10 Years Later, The Record Still Stands

If it was easy, everybody'd be doin' it! The fact is, 10 years after the American Bikers and Easyriders had taken the Land Speed Record from Kawasaki, our RECORD STILL STANDS!

On July 14, 1990, a band of salt-infested loonies were whooping like maniacs, jumping up and down and pouring champagne on each other's heads, because on that date our road warrior, Dave Campos, had done what no other man had ever done—gone 322.150 miles per hour on a motorcycle. I was there, and it was the most exciting time of my life.

The bikers of America—10,000 individual sponsors, readers of *Easyriders* magazine, and seven corporate sponsors—were so moved by the call to bring the two-wheeled Land Speed Record record home that they chipped in to see the job done. Many others pitched in at the site to rebuild the 'liner after a devastating crash.

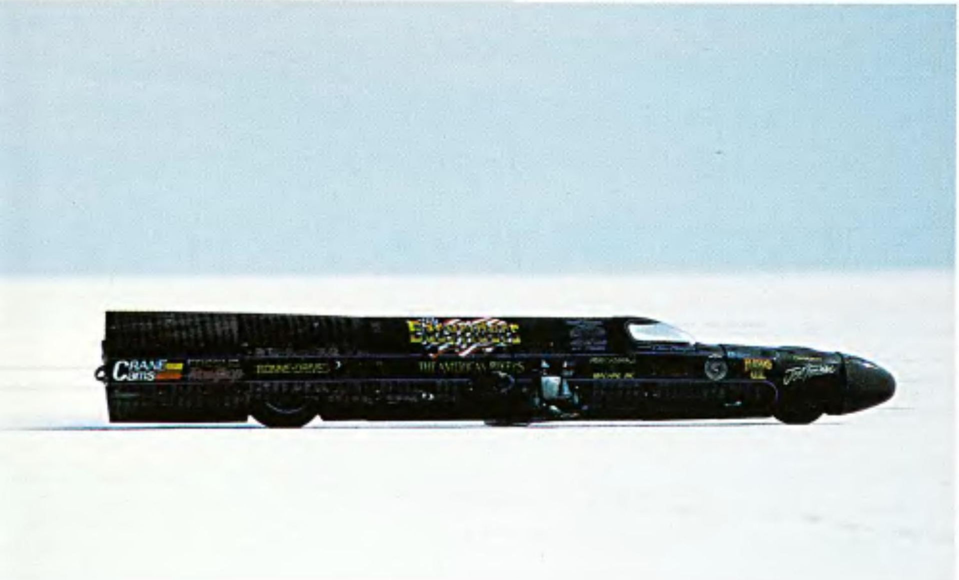
Thanks to the help of our faithful readers, the record has been back in the USA for an astounding 10 years. Easyriders salutes the determination and heart of all those who helped break the record and keep it right here on our home shores

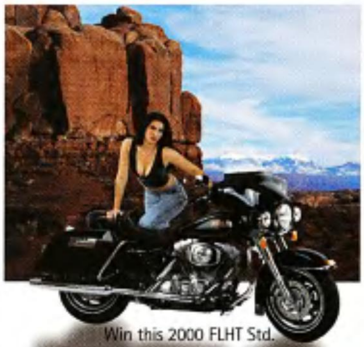
—*Kit Maira*

Photos: Easyriders Archives

It takes many manly men to carry Queen Kong's dildo.

"Lookit there, Earl, they misspelled my dang name!".





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IGNACIO, COLORADO

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

	No Helmets (over 21)	Helmet Law	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors (l, left; r, Right)	Periodic Safety Inspection	65 (or more) mph Speed Limit
Alabama		x	#		17	>	>			x		√
Alaska	☆	x-4		x-15	17	>	>		•	x (l, r)	x-27	√
Arizona	☆	x-4	#-12	x-14	17	>	>			x	x-28	√
Arkansas	☆	x-6		x	x-17	>	>			x	x	√
California		x	#-6,12		x-17, 20	>	>		24	x	x-27	√
Colorado	☆		#-12	x	17	>	>			x	x-27	√
Connecticut	☆	x-4, 9	#-4, 12	x-14	x-17, 21	>	>			x	x-27	√
Delaware	☆	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x	√
Florida		x	#-6,12,13	x	x-17	>	>			x		√
Georgia		x	#-12,13	x-14	x-17	>	>		25	x		√
Hawaii	☆	x-1,4	#	x-14		>	>	23		x	x	
Idaho		x-4	#-6		17	>	>				x	√
Illinois	☆	#-4,12,13	x-9	x-17	>	>			x			√
Indiana	☆	x-4,9	#-12	x-4	x-17,18	>	>					√
Iowa	☆		#11,12		x-17,19	>	>			x		√
Kansas	☆	x-4	#-12	x-14	x-20	>	>			x (l)	x-27	√
Kentucky	☆	x-6, 31	#-12	x		>	>			x		√
Louisiana	☆	x-4	#-12	x-14	17	>	>			x (l)	x	√
Maine	☆	x-7	#-11,13		x	>	>			x	x	√
Maryland		x-1	#-4	x-14		>	>		24	x (l, r)	x-29	√
Massachusetts		x	#	x-9,14	17	>	>		•	x	x	√
Michigan		x	#-4, 12	x-14,16	17	>	>			x	x-27	√
Minnesota	☆	x-4, 9	#-4	x	x-17	>	>		24	x	x-27	√
Mississippi		x									x	√
Missouri		x	#-12,13		17						x	√
Montana	☆	x-4	#-12		x-17	>	>			x		√
Nebraska		x	#-12-13		17	>	>					√
Nevada		x	#-12	x-14	17	>	>			x (l, r)		√
New Hampshire	☆	x-4	#-12	x-14	17	>	>			x	x	√
New Jersey		x-1	#	x-9, 14	17	>	>			x	x	√
New Mexico	☆	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27	√
New York		x-1		x	x-17	>	>		24	x	x	√
North Carolina		x	#		x-17	>	>			x	x	√
North Dakota	☆	x-1, 4	#-10		17	>	>			x		√
Ohio	☆	x-3, 4	#-4	x-14	17	>	>			x	x-27	√
Oklahoma	☆	x-4		x-14	x-17	>	>			x (l, r)	x	√
Oregon		x	#-5, 12		x-17	>	>			x	x-27	√
Pennsylvania		x	#-12,13	x	17	>	>		25	x-19, 26	x	√
Rhode Island	☆	x-3,6,8	#-11,12,13	x		>	>		•	x	x	√
South Carolina	☆	x-1,6		x-6, 14	x-17	>	>			x	x	√
South Dakota	☆	x-4	#-12,13	x-14	17	>	>			x		√
Tennessee		x	#-12	x-14	x-17	>	>			x		√
Texas	☆	x-6, 30	#-4		17	>				x	x	√
Utah	☆	x-4	#-12		17	>	>			x	x	√
Vermont		x-1	#	x-14	17	>	>			x	x	√
Virginia		x	#-12	x-14	17	>	>			x	x	√
Washington		x	#-4	x-14	x-17	>	>	22		x (l, r)	x-27	√
West Virginia		x-1	#-12,13	x	x	>	>			x	x	√
Wisconsin	☆	x-4, 9	#-4, 12	x-9, 15	x-17	>	>			x	x-27	√
Wyoming	☆	x-4	#		x-17	>	>			x		√
Washington, DC		x		x-14	17	>	>			x	x	

LEGEND:

☆ No helmets (over 21)
√ In effect on designated interstate highways
x Required by law
Available for all eligible applicants
• Prohibited to use or possess
> Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required unless equipped with windscreen
15 Required unless equipped with windscreen that is 15" above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/15/56
19 Required for vehicles manufactured after 4/1/77
20 Required for vehicles manufactured during or after 1978
21 Required for vehicles manufactured during or after 1980
22 Prohibits passengers under age 5
23 Prohibits passengers under age 7
24 Single earphone only
25 To be used for communication purposes only
26 Required by inspection regulations
27 Random
28 Annual emissions, some areas
29 Upon title transfer
30 Over 21 exempt with proof of completion of riders safety course, or with proof of medical insurance in amount of at least $10,000.
31 Over 21 exempt with sticker— obtained from State after presenting DMV with proof of insurance.

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Killer-Diller IN COLUMBUS

THE ACADEMY AWARDS OF BIKE SHOWS

This was *it*, the ultimate Easyriders Bike Show! Thousands of eager scooter lovers poured into the Veteran's Memorial Expo Center in Columbus, Ohio, on February 18, 19, and 20 to see the best selection of custom iron ever conceived by modern man and assembled for your viewing pleasure ...

Butt provided courtesy of Roxy LeRoux.

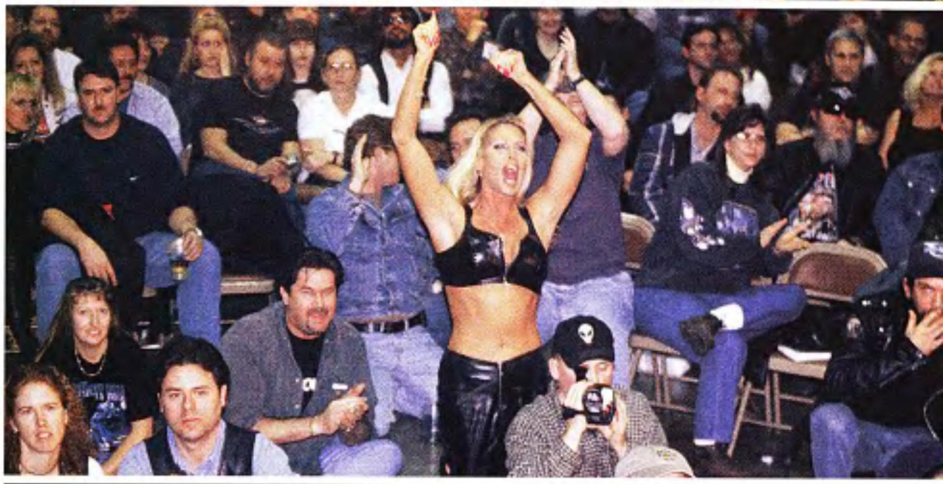
This show gave you everything a biker loves: gorgeous custom bikes, beer, wild and scantily clad women, more beer, and good ol' rock 'n' roll.

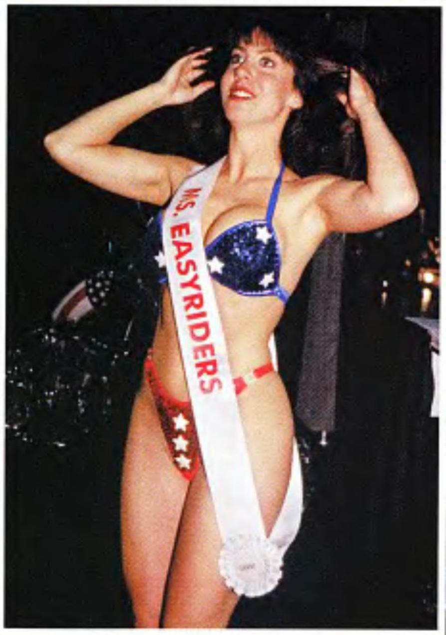
Though winter winds howled, there was no snow (or sun) and only a bit of rain, it was toasty inside the two massive auditoriums (one for Judged Class and one for Spectator and Invitational Classes). In fact, on Saturday, the crowds inside were packed in like inmates on wash day and it got plenty warm real quick.

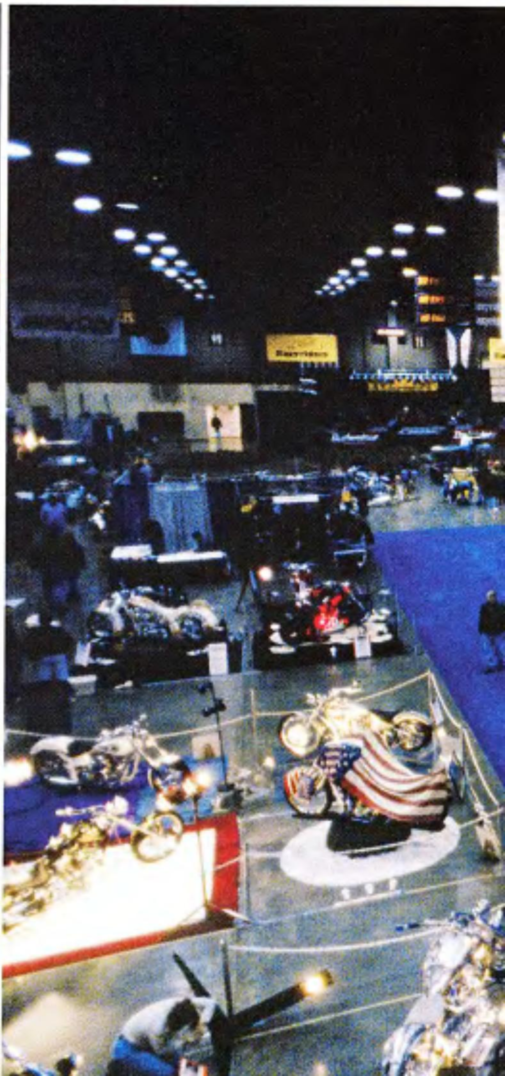
The custom bike world is changing, and we saw that the future leads us directly to our past. The voting hordes were into classicly restored motorcycles like Erick Feil's 1948 sidecar Panhead, which was the Spectator Class' First Best of Show winner. They were also way into old-style choppers and bikes that capture the heart and soul of bikerdom, namely righteous Panheads, Knuckleheads, and Shovelheads in rigid frames. Winning examples include Donny Loos' stretched '99 Panhead chopper, Victor Spolini's flawless '47 rigid Knuckle, Ron Reeves' '60 rigid Pan/Shovel, and Jacques Charton's '99 rigid Panhead.

Gone are the days of endless rows of identical Evo Softails with Easter egg paint jobs that look like the Barnum & Bailey Circus threw up all over them. Gone are the Flash Gordon full-bodied, mechanical ladybugs, and few are the scoots wearing motors without any innards. For the most part, what we saw were bikes that were ridden by their owners, loved and nourished as living art.

On Friday night Oil Can Scotty and our new Ms. Easyriders (the lovely Lisa) rode a brand-new CMC/Indian Billy Bike replica up to the stage and gave it away to Easyriders Sweepstakes winners Greg and Kathy Cardwell of Knoxville, Tenn. They didn't seem to mind that Scott and Lisa fired up their badass li'l rigid. It was a fitting start to a killer three-day party. All three days the crowds rocked to the classic biker anthems of The Steel Horse band, and on Saturday night The Marshall Tucker Band tore the place apart! We had







Photos: Chuck Emery, Billy Tinney, Dan Roberts

to pull event-goers off the ceiling after this all-out rock fest. As always our great Bike Show sponsors, Performance Machine, Biker's Choice, Custom Chrome, Drag Specialties, Avon Tyres, and Run Roader gave out top-notch prizes to go along with the awards and cash to the best of the best custom bike builders and owners in America and Canada.

Among the most memorable bikes were Tuff 2, Tank Ewsichek's lo-o-o-o-ng, lavish limo of a sled; Wymond Walkem's stunning Indian bobber; Doug Meshirer's high-tech asphalt-eater; Mike Pugliese's marvelous masterpiece; Keith Drum's wicked rides; and the mind-melting offerings of the one and only Paul Yaffee. The Canadian rides were the wildest we've seen, thanks to the paint wizardry of "Fitto" on Mitch Bergeron and Michel Brunet's phantasmagoric chop jobs.

The entire three-day event was dedicated to the passing of our brother Rip Rose, and on Sunday morning, a bagpiper played "Amazing Grace" to the silent audience. You'll always be with us, brother.

After Sunday night's award ceremonies were over, the best tattoos in attendance and the staggering crowd's choices for best bikes in Spectator and Invitational Classes were known, and the Judged bikes had been awarded their prizes. In all, more than $25 thousand in cash was handed out to lucky bike owners and builders. It was a weekend to be remembered always and proof that bike shows are not about how much money you can throw at a custom project or who you know ... it's about riding and loving the lifestyle.

—*Phantom Dave*

Special thanks to our Easyriders Event Staff: Cathy Chaffin, Kari Roben, Sandy Williams, Fred Polito, Kelli Slayback, Joe Amore, and Tammy Robinson. Our flick snappers: Michael Lichter, Steve Temple, Billy Tinney, Dan-o Roberts, Chuck Emery, Markus Cuff, and Stan Miles. Our editors and judges: Kim Peterson, Clean Dean Shawler, Scott McCool, Kai Raecke, Benoît Lambœuf and li'l ol' me.

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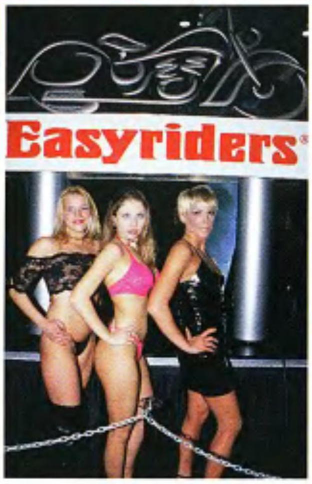
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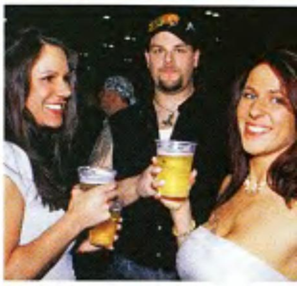

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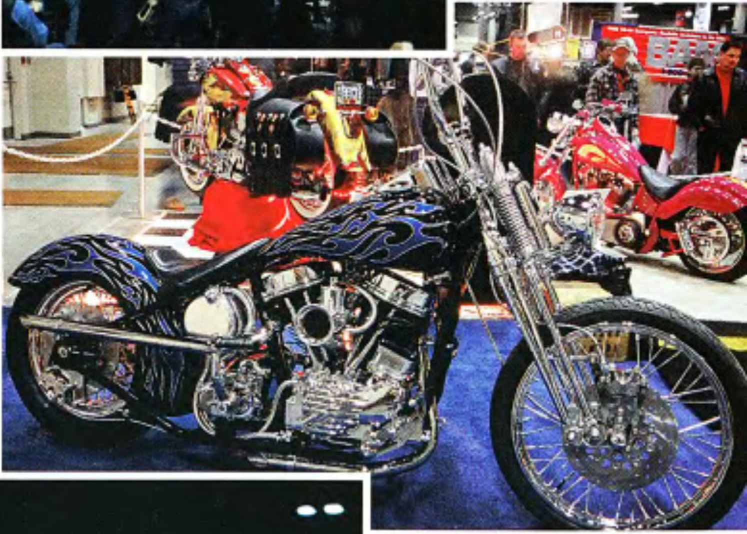

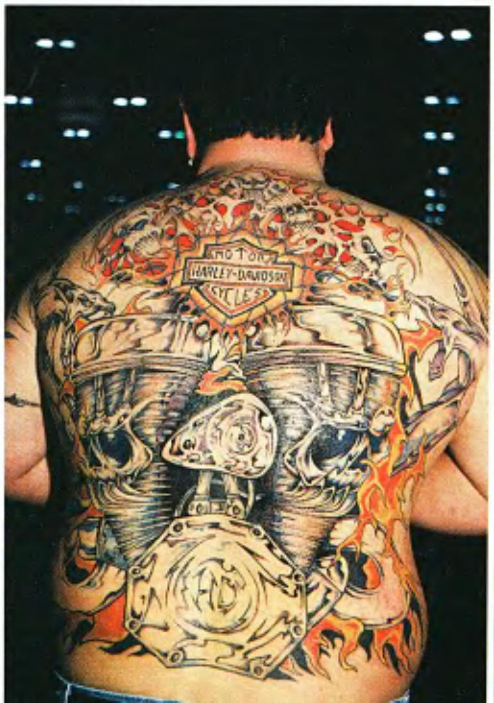
HARLEY-DAVIDSON

INVITATIONAL CLASS

Best Of Show
1st Paul Yaffee, Phoenix, Ariz.
2000 PYO Prodigy Softail
2nd Mike Pugliese, Staten Island, N.Y.
2000 Custom Shock Wave
3rd Doug Meshirer, Midland, Texas
2000 Showtime New Millennium

Easyriders
1st Mitch Bergeron, Marieville, Quebec
2000 Special Construction chopper
2nd Donny Loos, Miamitown, Ohio
1999 Panhead chopper
3rd John Angel, Scottsdale, Ariz.
2000 Paul Yaffee FXR

In The Wind
1st Victor Spolini, Sylmar, Calif.
1947 H-D rigid Knucklehead
2nd Ron Reeves, Tustin, Calif.
1960 H-D rigid Pan/Shovel
3rd Jacques Charton, Novato, Calif.
1999 custom rigid Panhead

Quick Throttle
1st Bill Falatick, Boynton Beach, Fla.
1999 RC Comp Pro-Street
2nd Shawn Adelsberger, Simpsonville, N.C.
2000 Pro-One Pro-Quad Millennium
3rd Michael Howington, Cary, N.C.
1997 Bourget's Limo Python

Biker
1st Dan Linde, Wrightwood, Calif.
1958 Harley-Davidson FLH Panhead
2nd John Plusa, Palatine, Ill.
1997 custom Shovelhead chopper
3rd Jessy Renaud, Chateauguay, Quebec
2000 hand-made chopper

VQ
1st Keith Drum, Yorba Linda, Calif.
1999 H-D blown rigid
2nd William Newton, Oxford, N.C.
1999 Special Construction FXST Softail
3rd Joseph Sciuto, Alexandria, Va.
1995 Harley-Davidson FLSTN

Early-Riders
1st Wymond Walkem, Norval, Ontario
1936 Indian Chief
2nd Monty King, Roanoke, Va.
1953 H-D SRV Panhead
3rd Phil Hoffman, Sandwich, Ill.
1962 Harley-Davidson FLH Panhead

Editor's Honorable Mention
Denny Fasig, Leesport, Pa.
1998 H-D Softail chopper

Mark Cohen, Carlsbad, Calif.
2000 Custom Cycle Creations Big Black custom chopper

JUDGED CLASS

Best Of Show
1st Michel Brunet, Alfred, Ontario
1998 Goone Cycles Turbo Softail
2nd Tank Ewsichek, Aurora, Ohio
2000 Tuff Cycles Cool Tuff 2
3rd Cookie Halle, Crofton, Md.
1994 Harley-Davidson FLHT

Best Radical
1st Scott Pitcher, Kokomo, Ind.
1999 Special Const. Softail chopper
2nd Ryan Thompson, Lawrenceville, Ga.
1999 Road House Choppers
3rd Mark & Bon. Schlegel, Frederick, Colo.
1978 H-D hardtail Shovelhead

Best Street
1st Click Baldwin, Gastonia, N.C.
2000 Spec. Const. Custom
2nd Mike Zenone, N. Olmsted, Ohio
1987 Harley-Davidson FXLR
3rd Francois Roger, Montreal, Quebec
1985 Harley-Davidson FXWG

Best Specialty
1st Gerald Williams, Cleveland Heights, Ohio
1997 H-D Springer Softail
2nd Ted Kimer Jr., St. Petersburg, Fla.
1986 FXRP Caddy
3rd Dave Imbody, Marion, Ohio
2000 Pro-One Softail

Honorable Mention
Kevin McDonald, Barberton, Ohio
Spirit of 1903 Harley replica

Best Sportster
1st Bruce Holzheimer, Strongsville, Ohio
1996 1200 custom
2nd Dave Lew, St. Petersburg, Fla.
1995 XL
3rd Paul Dimtroff, Pittsburgh, Pa.
1988 custom

Best Pre-1980 Custom or Restored
1st Richard Poster, Port St. Lucie, Fla.
1975 rigid Shovelhead
2nd Matthew Weerts, Waukesha, Wis.
1966 XLCH
3rd David Baird, Greensburg, Pa.
1957 FLH Panhead

SPECTATOR CLASS

Best Of Show
1st Erick Feil, Sacramento, Calif.
1948 Panhead Deluxe with sidecar
2nd Glenn Soled, Cincinnati, Ohio
1994 Harley-Davidson Softail
3rd Jim Davis, Columbus, Ohio
2000 Wicked 107 handbuilt rigid

Easyriders
1st Fred Robison, Pomona, Calif.
2000 V-Twin City Millennium
2nd Edward Carl, Dublin, Ohio
1989 H-D FXSTS Softail
3rd Lindy Harris, Shelby, Ohio
1938 H-D custom EL Knucklehead

In The Wind
1st Carrie Falatick, Boynton Beach, Fla.
1999 H-D Heritage Softail
2nd Bud Myers, New Albany, Ohio
1999 custom Daytec Softail
3rd Pat Briggs, Baldwinsville, N.Y.
1987 Softail Custom

Quick Throttle
1st Dave Sickles, Columbus, Ohio
1999 Vision Craft radical custom
2nd Steve Ragz, Lawrence, Mass.
1999 Pro-One Softail
3rd Lee Ann Godby, Columbus, Ohio
2000 Brat Racing nitro Pro Fuel

Biker
1st Phil & Lynn Hoffman, Sandwich, Ill.
1960 H-D rigid FL Panhead
2nd Gypsy Mike McMeans, Port St. Lucie, Fla.
1972 Shovelhead chopper
3rd Eric Campbell/Airtight GraFix, Carroll, Ohio
1978 rigid Shovelhead

VQ
1st Glenn Soled, Cincinnati, Ohio
1998 custom Softail
2nd Carl Vasiliou, Cincinnati, Ohio
1998 Special Construction Softail
3rd Tracy Kapper, Massillon, Ohio
2000 Evil Twin Special Const.

Early-Riders
1st Robbie Vestring, Cincinnati, Ohio
1947 Civilian Solo WL 45
2nd Craig Steadman, Cincinnati, Ohio
1947 Knucklehead
3rd Josh Vestring, Cincinnati, Ohio
1947 Civilian Solo WL 45

TATTOO CONTEST WINNERS

Black & Gray
1st John Mattie III, Hubbard, Ohio
2nd Robert Lee, Dayton, Ohio
3rd Jason Ohlemacher, Kokomo, Ind.

Leg
1st Melissa H. Gilbert, Buckeye Lake, Ohio
2nd R. Zero Hebner, Columbus, Ohio
3rd Dale Fisner, Columbus, Ohio

Sleeve
1st Brian O'Neal, Erie, Pa.
2nd Kevin O'Neal, Erie, Pa.
3rd Tammy Sauers, Gahanna, Ohio

Back
1st Chris Hester, Indianapolis, Ind.
2nd Gary Grove, Fairborn, Ohio
3rd Jessica Shroyer, Zanesville, Ohio

Single Piece (smaller than six inches)
1st Marco DePugh, Chillicothe, Ohio
2nd Andrea Lee, Dayton, Ohio
3rd Sara A. Lauvray, Zanesville, Ohio

Single Piece (larger than six inches)
1st Chris "Hoss" Reschke, Mentor, Ohio
2nd Angie Kearney, Loveland, Ohio
3rd Nick Cassidy, Newark, Ohio

Overall Female
Tammy Sauers, Gahanna, Ohio

Overall Male
John Smith, Frazeysburg, Ohio

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TalkingTech

WRENCH NOT WENCH?

Dear Wrench,

I'm from Mobile, Alabama, and presently doing time in Mississippi, but I hope to get out soon. What I'm looking for is a pen pal to write me and send me pictures of all the beautiful women out there.

James Blackmon
Pearl, Mississippi

James, as much as we've recognized your need for help, this column is addressed to Wrench—not Wench. *We've forwarded your request to Miraculous Mutha.*

INJECTION TROUBLES

I have a '97 fuel-injected FLHTCI. I want to do a basic performance hop-up. You know, cam, pipes, and carb (injection.) I've talked to three different mechanics and have had three different answers as to what to do with the injectors and the module that controls the fuel to the injectors. The first one said to replace the module and injectors then have the local Harley shop reprogram the module. The second one said to replace the injectors and did not mention the module and the third one said to reprogram the module and did not mention the injectors. I want to do it right the first time and appreciate your help.

Diamond L
Orlando, Florida

Harley-Davidson has what they call Stage I and Stage II upgrades for fuel-injected models. The Stage I kit sells for about $250 and has an EFI module that is programmed for running richer and includes an air cleaner. The Stage II kit has the same things as Stage I with the addition of injectors and camshaft and sells for about $500. The Stage II sounds more like what you want, while the Stage I kit is somewhat milder. Also, DynoJet Research has recently released a new product, the Power Commander II that sells for about $300 and is a fully programmable injection module you might want to look into.

HOW HOT IS TOO HOT?

I've owned several scooters, but I never gave a second thought to over-heating. Currently I ride a '98 FXSTC in Arizona where the temperature reaches 115 degrees. Will the bike melt before I do? Some H-D dealers recommend an oil cooler and others don't. Any ideas?

Joe Fabian
Glendale, Arizona

Definitely run an oil cooler. Typically, your motor oil will run about 125 degrees hotter than the outside air. The temperature of your motor oil should be around 180 degrees and not over 250 degrees. With these figures (125 + 115), your motor oil temperature would be about 240 degrees.

ADJUSTABLE SUSPENSION

I want to adapt the adjustable suspension (front cartridge forks and rear nitrogen shocks) from an XL 1200 Sportster Sport to my Dyna Super Glide Sport (FXDX). Both forks are 39mm and appear to be a direct bolt-on, but the Dyna is 150 pounds heavier. What about the fork length, stroke, spring rate, etc? Will the swaps work or, if changes have to be made, are different spring rates available?

I also want to adapt Baker's 6-speed gear set to the FXDX. The '99 Dyna factory manual indicates that the side door has larger OD bearings and new right side mounting face with new oil pan/baffle and engine mount. Will the Baker unit fit with the new changes and the thicker Baker trap door?

Jim Hollis
Ellisville, Missouri

According to our sources at H-D, the front cartridge forks will work just fine as long as you replace the internal spring to compensate for the additional weight. However, the rear nitrogen shocks were not designed to handle that much of a load and will not function properly. The Baker gear set should fit in your stock case and work without using their side door. Because of Baker's thicker side door you would have clearance problems.

SPEEDO FIX

I own a 1998 FXDWG and had the 32-tooth sprocket changed to a 30-tooth unit. The bike gets out of the hole very well, but now the speedo reads too fast.

WM. Lieblein
Lakewood, Ohio

Because your 1998 Dyna has an electronic speedo driven off of the transmission the problem is easy to fix. Dakota Digital in Sioux Falls, South Dakota, has an adapter that will allow you to recalibrate your speedometer. Their number is (800) 852-3228.

SHOP INFO

I need some info on two shops: Bourget's Bike Works out of Phoenix and Wild West Motor Company. Wild West makes a mono-shock chassis with a total height of 36 inches and a seat height of 22 inches.

Jack Wilson
Las Vegas, Nevada

Bourget's Bike Works, 1433 N. 26th Ave., Phoenix, AZ 85009, (602) 278-3577; Wild West Motor Co., 1291 W. 620 South, Orem, UT 85058, (801) 235-1745.

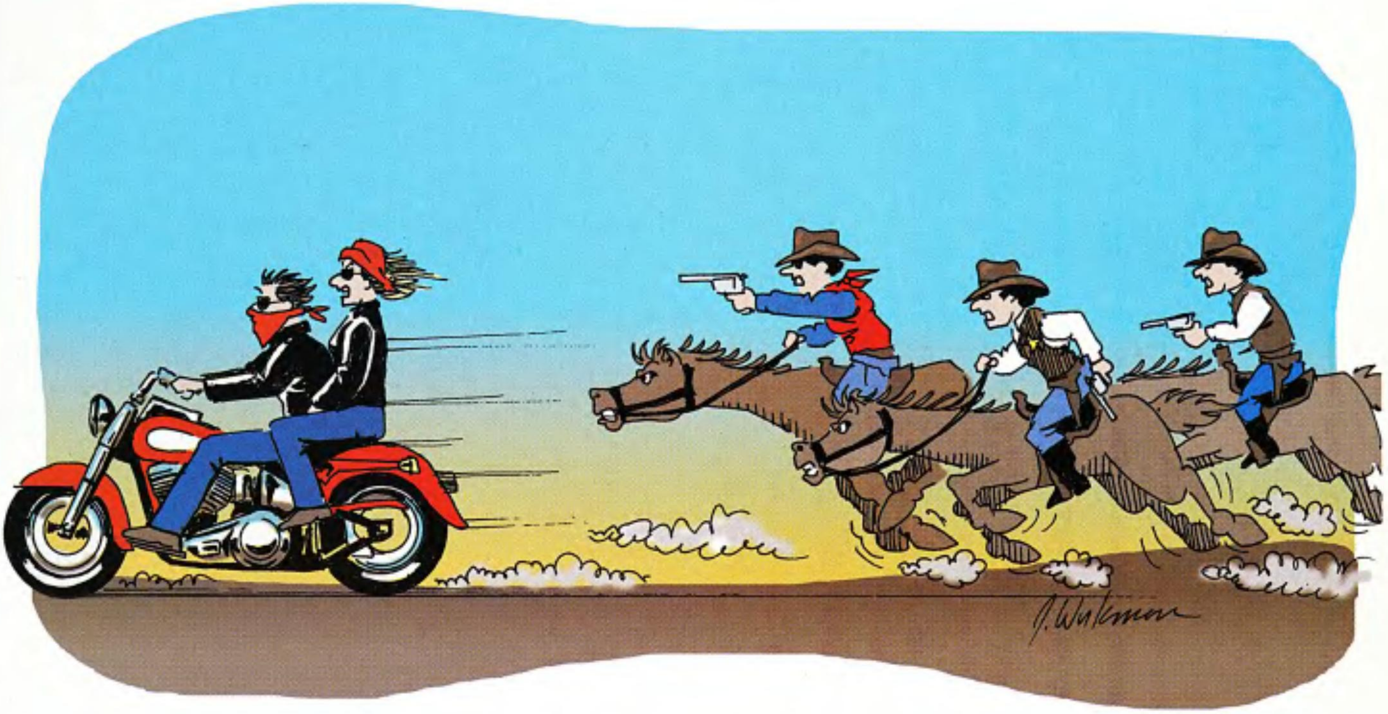
PAIN IN THE NECK

I've been riding bikes since 1964 and have had several Springers. My old Knuckle had a Springer and I never noticed the neck bearings having the problems that these new ones have. I own a '97 Heritage Springer and I'm already on my third set of neck bearings. I have had four different dealers and numerous custom mechanics tell me to plan on changing the neck bearings every 5,000 to 10,000 miles. Does anybody have a reliable neck bearing or a special neck bearing for Springer front ends that will last?

Walt Easley
Corvallis, Montana

Harley-Davidson recommends greasing your neck bearings every 10,000 miles, not replacing them. If you've replaced neck bearings that often, something else is wrong. I'd suggest that you have your spring pre-load checked and make sure your wheels are always balanced. If your tires get high and low spots, replace them. Also, if you do not have a grease nipple on your neck you should install one. Many frames come with a plug already installed that will accept a grease fitting.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.



"Damn it, Walter! I told you to just wear it on top of your head like everybody else!"

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What model is that?" pondered the multitudes adoring this sleek scoot, which debuted at Daytona Bike Week in Harley's incredible display of new bikes, parts, and accessories over at the Ocean Center.

"It is purely a concept bike and not designed for the street," explains Paul James at Harley-Davidson Communications. Conceived by Harley's accessory design consultant, Wyatt Fuller, it is "meant to show the customizer and Harley enthusiast that he can customize his bike with parts available in our Genuine Motor Parts and Accessories Catalog," James says. He estimates that "about ninety-five percent of these parts are available from your local Harley dealer, while the rest were made specifically for this bike." Aside from the custom paint job and the other five percent of the parts, the most intriguing aspect of this bike is that pretty much anyone able to hold a screwdriver can now put a custom Harley together and all the necessary parts come from the company whose tattoo he wears so proudly.

Wyatt Fuller at WF Motor Works concurs. "Except for the wheels, spokes, and the fact that we did some minor modifications to the front fender and the headlight mounting, this is basically a bolt-on custom with only Harley components.

"We basically took the lowest-priced model Softail that Harley produces, the Softail Standard, and using all these Harley parts available in the company's accessories and parts catalog, tried to make a unique and unusual bike," Fuller adds. "From what I could tell at Daytona Bike Week, the crowd loved it." They did indeed.

For a closer look at what parts are involved in this wild ride,

Tornado in a Black Dress

FACTORY CUSTOMIZING FROM WYATT FULLER

88

HARLEY-DAVIDSON
HARLEY-DAVIDSON

88

take a look at the accompanying chart. You'll find some Screamin' Eagle parts along with Genuine Motor Accessories, many of which are Fuller's concepts. He designs one concept bike a year and many items for the company's parts and accessories division. Of course, he didn't put this screamer together by himself. "I need to give credit to Rich Machesney, who works for me and machined all these parts, but also to Rich at Metal Works in Daytona Beach for the clear coat, the guys at C&H Custom in Nebo, North Carolina, for the paint, Randy Davis at Davis Trim for the stitching on the seat, and Butch LeFevres for all the cleaning and detailing of the bike."

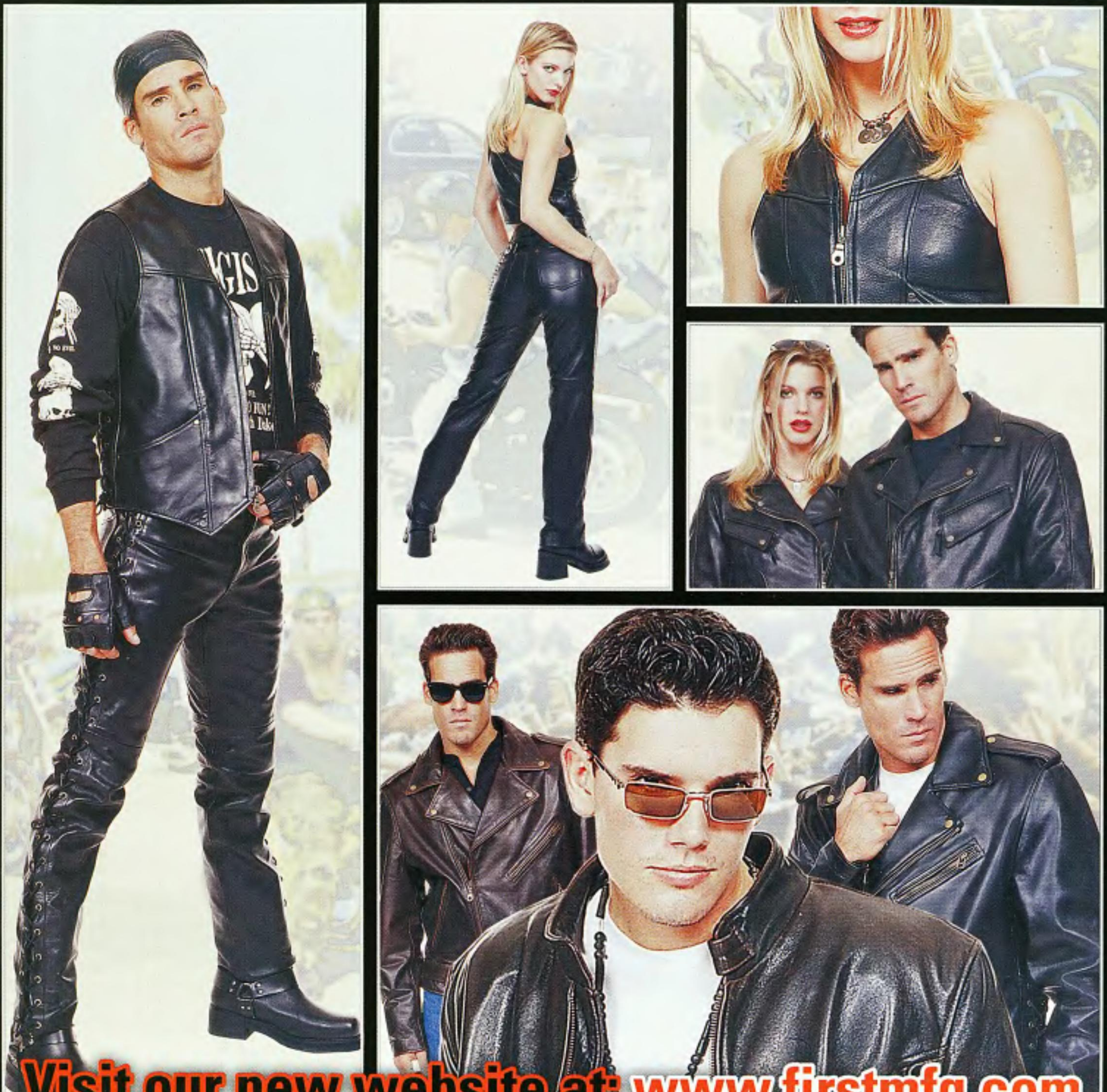
With H-D coming out with incredible custom bikes such as the new "Deuce"

PART NO.	DESCRIPTION
25769-99	Flying Wheel Derby Covers
32559-99	Flying Wheel Point Covers
91968-98	Script Teardrop Mirrors
51910-00	Softail Custom Seat with Snakeskin Print
71248-00DH	Softail Instrument Panel: Vivid Black
60073-00DH	Softail Fender Supports: Vivid Black
48056-97A	Softail Swingarm Axle Cover
74582-00	Chrome Voltage Regulator Cover
54648-00	Profile Low Rear Suspension
44367-00	Teardrop Floating Brake Rotor: Front
44368-00	Teardrop Floating Brake Rotor: Rear
56246-96	Chrome and Rubber Horizontal Hand Grips
27352-96	H-D Motor Co. Carburetor Top Cover: Satin Chrome
43885-96	H-D Motor Co. Head Bolt Covers: Satin Chrome
43882-96	H-D Motor Co. Hex Bolt Covers: 9/16-in., Satin Chrome
43879-96	H-D Motor Co. Hex Bolt Covers: 1/2-in., Satin Chrome
32746-99	H-D Motor Co. Spark Plug Covers: Satin Chrome
94528-95	H-D Motor Co. Allen Hole Plugs: 1/4-in., Satin Chrome
94532-95	H-D Motor Co. Allen Hole Plugs: 3/8-in., Satin Chrome
16459-99	Screamin' Eagle 1550 Stage I Kit: Silver
22661-99	Screamin' Eagle 10.5:1 Forged Piston Kit
27934-99	Screamin' Eagle Big Bore 44mm CV Carburetor
29635-99	Screamin' Eagle Big Bore 44mm CV Carburetor Intake Manifold
71697-00	Washboard Textured Metal Dashinator
42476-95	Chrome and Rubber Custom Shifter Peg
18262-00	Lifter Block Cover

Photos: Markus Cuff

as a production model, one wonders if a bike like this is far behind. And if this is the kind of design and customizing innovation that Harley is putting out for all to see ... imagine what they must have in hiding somewhere behind those brick walls in Milwaukee. We can't wait to see what they come up with next.

—Red Baron



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Smoke 'Em

JESSE JAMES' CAMEL BIKE 2000

Some dudes just like to break the mold into a million pieces and then do a little jig on 'em. Jesse James is like that. His West Coast Choppers builds badass rides for people who don't care if you like 'em or not (them *or* their bikes), people who don't mind breaking the mold or playin' with your perceptions and prejudices. Jesse makes raw, nasty hardtails that are the two-wheeled equivalent of a raised middle finger. When R.J. Reynolds asked Jesse to be one of five master bike builders this year to create a custom bike for their Camel Roadhouse Tour, you could bet that this young gun would smoke the competition, and you could also bet that only *Easyriders* would bring it to ya.

We covered the buildup of this scooter in three previous issues, and now the final masterpiece squats before you with the same fierce, steady gaze of a pitbull eyeing a poodle with evil intent. Every component is bad to da bone, starting with a Merch 131 cubic inch monster motor and a Baker six-speed tranny sitting in one of Jesse's El Diablo rigid frames.

The wide glide-style forks are also from Jesse's El Diablo line with 12 inches over to get your attention. Wheels and brakes are from Performance Machine 'cause they *work!* The sticky rubber just has to be Avon.

Almost everything else on the bike was hand crafted by Jesse and his homeys at West Coast Choppers. We told you about the build on the stretched gas tank and wild, elliptical oil tank in our tech tips—flawless stuff. Check the Hell Bent pipes by Jesse that say, "Get the fuck outta the way!" This dude is the shit. Yeah, while the world is going all soft and mushy and politically correct, a few proud souls are carrying on in the righteous tradition of bikerdom. This is the stuff that biker dreams and straight-world nightmares are made of. Sure, Camel got a sweet ride for its custom bike giveaway contest that you can see and drool over at major bike events during the Camel Roadhouse Tour this year, but for the rest of the bikin' world, this is a wake-up call like a well-placed fist to the temple.

Smoke 'em, Jesse. Tear 'em up.

—Phantom Dave

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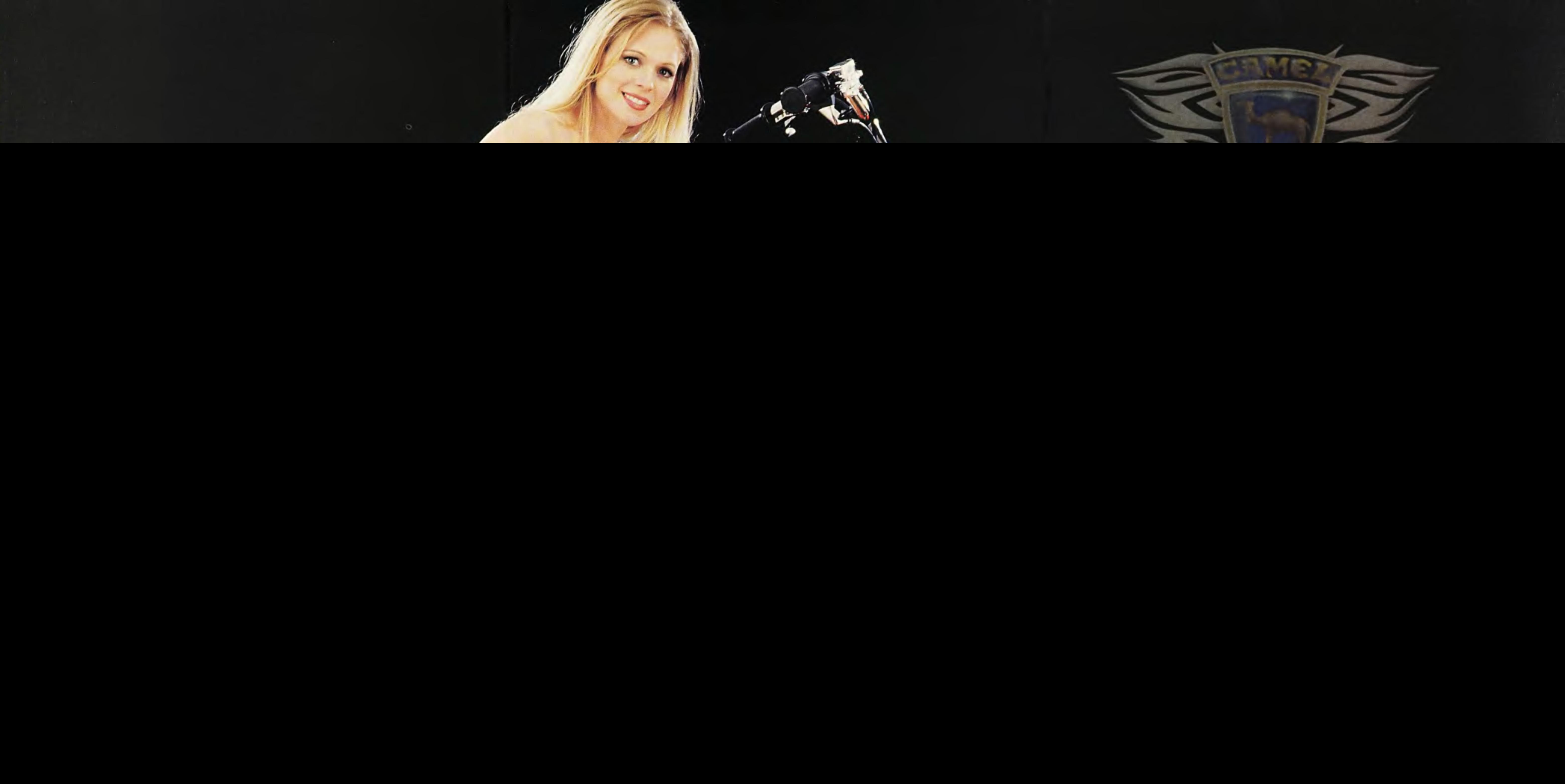


passin' gas

Slowpoke dropped by the Silicon Valley complex to see an old pal of his who happened to be a notorious technology geek.

"Hey, Poke, how's it going?" the techno-head greeted him at the door to his office.

"I'm hanging in there," said Slowpoke. "Hey, congratulations on that new secretary of yours—she's a complete knockout!"

"Glad you like her," said his buddy with a grin. "Believe it or not, she's a robot."

"No way, man! How could that be?"

"It's true, I'm telling you! She's the latest model from Japan. Let me tell you how she works: If you squeeze her left tit, she takes dictation. If you squeeze her right tit, she types a letter. And that's not all, either—she can even have sex, too!"

"Holy shit!" exclaimed Slowpoke. "You're kidding me, right?"

"Not at all. Tell you what, you want to try her out?"

Of course he did, so Slowpoke eagerly took her into the executive washroom for a trial run. A few minutes later, an ear-splitting scream of excruciating pain reverberated down the hall.

"Oh, crap," muttered the nerd back in his office. "I forgot to tell him her ass is a pencil sharpener!"

Rocky
Palm Beach, Fla.

Guitar George came home unexpectedly in the middle of the day, only to find his ol' lady standing in the middle of their apartment in three inches of water, wearing a red G-string and seven-inch heels.

"What in holy hell happened here?!" he bellowed.

"I think the water bed busted," said his ol' lady . . . and just then a naked guy floated by.

"And who the hell is that?" Guitar George roared.

"I don't know," she said in wide-eyed innocence. "Must be a lifeguard."

Hillbilly
Corcoran, Calif.

An Amish woman and her daughter were riding in an old buggy one cold and blustery January day. "My hands are freezing cold," complained the daughter. The mother advised her, "Put your hands between your legs. Your body heat will warm them up."

The next day, the daughter was riding to town with her boyfriend when he said, "My hands are freezing cold." The daughter replied, "Here, put them between my legs. They'll warm up."

The following day, she and here boyfriend were again riding to town in the buggy. "My nose is freezing cold," he said, to which the daughter replied, "Put it between my legs. It will warm up." He did.

On the ride back from town, the boyfriend then remarked, "My penis is frozen solid."

That evening, the daughter asked her mother curiously, "Ma, have you ever heard of a penis?"

The unsettled mother replied, "Sure, why do you ask?"

"They certainly make one hell of a mess when they thaw out, don't they?"

Tangerine Maelene
Lafayette, Ind.

The young dude in the Old West wanted to be the fastest gunfighter alive. Sitting in a saloon one night, he spotted an old graybeard who had the reputation of having been the greatest gunslinger of his day. The kid sidled up to the old man and told him about his dream.

The ancient legend looked him up and down and said, "I got a suggestion that's sure to help."

"Tell me, tell me!" said the newbie.

"Tie the bottom of your holster lower down on your leg."

"Will that make me a better gunfighter?"

"You damn betcha," said the old man.

The kid did as he was told, drew his gun, and neatly shot the bow tie off the piano player.

"Wow, that really helped! Got any more suggestions?"

"Yeah. If'n you cut a notch in the top of your holster where the hammer hits, the gun'll slide out a lot smoother."

"Will that make me a better gunfighter?"

"You damn betcha."

The dude did as he was told, then drew his gun and, lightning-quick, shot a cufflink off the piano player.

"This is really helping me out! Is there anything else you can share with me?"

"One more thing," said the old-timer. "Get that can of axle grease over there in the corner and rub it all over your gun."

The fellow didn't hesitate and immediately started smearing the grease on the gun barrel.

"No, no, the whole gun," said the graybeard. "Handle and everything."

"Will that make me a better gunfighter?"

"Not likely, boy. But when Wyatt Earp gets done playing that thar piano, he's gonna shove that gun up your ass, and this way it won't hurt so much."

Kerwin Kerr
Elizabethtown, Ky.

Two social workers were walking through a very rough part of the city one evening when they heard painful moans and muted cries for help coming from a darkened back alley.

Upon investigation, they found a semiconscious man sprawled out in a pool of his own blood.

"Please help me," he begged them through broken teeth. "I've been mugged and viciously beaten."

The two social workers turned around and walked briskly away. A block later, one remarked to her colleague, "You know, the person that did that really needs help."

TWiX Bar
The Candy Aisle

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner:	Camel Joe
City:	Anywhere, USA

General

Fabrication:	Jesse James
Year/make:	2000 West Coast Choppers (WCC)
Model:	El Diablo
Assembly:	Koon N' Skot
Chroming:	South Bay

Engine

Year/model:	2000 Merch Performance
Rebuilder:	Big Bruce
Ignition:	Compu-Fire
Displacement:	131 cubic inches
Lower end:	Merch
Balancing:	Bruce
Pistons:	Merch
Cases:	Merch
Heads:	Merch
Cam:	Red Shift
Lifters:	JIMS
Carb:	S&S
Air cleaner:	WCC
Pipes:	Hell Bent

Transmission

Year:	2000
Modifications:	Baker six-speed, Primo belt

Paint

Molding:	Damon's
Painter:	Damon's
Color/type:	Cheetos and Zotz/ House of Kolor
Special paint:	flames, gang script

Frame

Year/type:	2000 El Diablo rigid
Builder:	Jesse James
Modifications:	38-degree rake, 5-inch stretch

Accessories

Bars:	Super Duper
Risers:	Stratosphere
Handlebar controls:	Performance Machine
Fenders:	Jesse James
Headlight:	cheapo
Taillight:	Radiantz, Inc.
Pegs:	Joker Machine
Electrics:	Koon
Gas tank:	Jesse James
Oil tank:	Jesse James
Oil system:	Goodridge
Primary cover:	Ivan
Seat:	Danny Gray
Grips:	from Italy

Forks

Type:	El Diablo wide glide-style
Builder:	WCC
Modifications:	12 over

Wheels

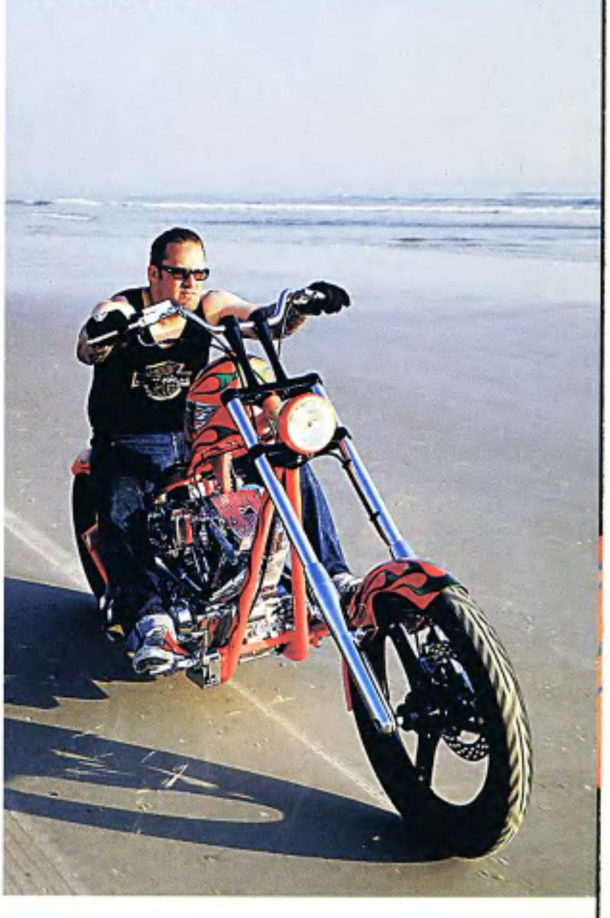
Front

Type:	Performance Machine
Size:	21-inch
Tire:	Avon
Brake:	Performance Machine

Rear

Type:	Performance Machine
Size:	15-inch
Tire:	Avon
Brake:	Performance Machine
Photos:	Raiko Hartman/ Michael Lichter

Make sure to watch the hour-long documentary on Jesse James on the Discovery Channel's "On The Inside" series coming soon! Check local listings for times.



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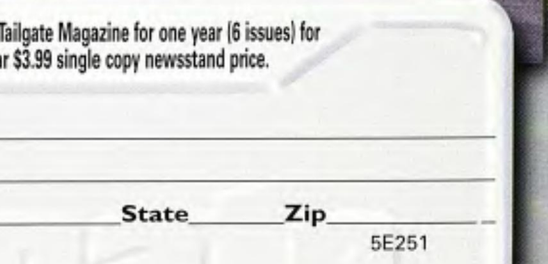

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A BIKER INVENTS BETTER BOOBS

The Best Breast

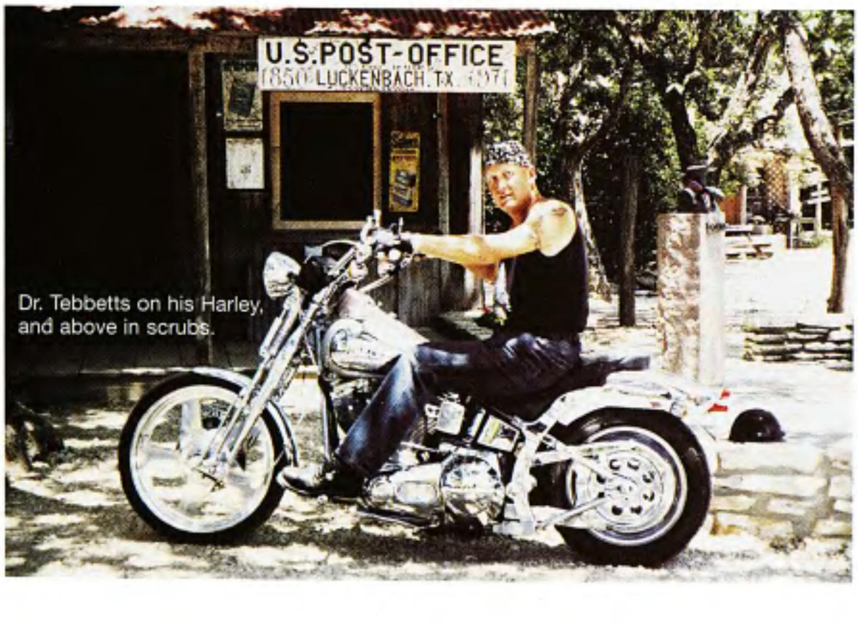
Three years ago, *Easyriders* boldly went where no biker rag had ever gone before. We dove madly and blindly into the mysterious world of "breast augmentation," or as we generally call it around here, "the land of milk and plenty." The goal was to come up with a layman's guide to breast implants, somethin' that would answer the general questions as to how ya take a stock female body and modify the swollen bejeezus outta it.

Now, folks, speaking as the author of both the 1997 and 1998 *Boob Guides*, you should know that hell on earth is when you try to get a complete stranger to talk to you about her implants and the surgeon who put them there. The women think you just want a peek, and the surgeons think you're probably going to ride through their offices with a band of wild bikers and kidnap their patients. One look at *Easyriders* was enough to send nonbikers runnin' for cover. It's so sad to be so misunderstood.

Fortunately, one of the first brave souls to take our calls seriously was a 20-year veteran surgeon in Dallas, Texas, who holds two unique distinctions: 1) he rides a Harley, and 2) he invented the anatomically shaped implant. Some days this job just works out. Yes it does ...

Dr. John Tebbetts provided invaluable insight, information, and a supply of patients who trusted that we would not embarrass or humiliate them in any way. Lemme tell ya, folks, that took some brass. The man put his sterling reputation on the line to be a part of something we had no idea would fly. Hell, we weren't even sure it would sprout wings.

Saying thanks hardly begins to do Dr. Tebbetts justice. Mentioning his name to other plastic surgeons opened doors that would have probably remained shut otherwise. He helped cure our ignorance about breast implants two years in a row; then, Dr. Tebbetts sat down and decided to cure the whole world of misconceptions, rumors, whatevers, by writing a book with his wife, Terrye, called *The Best Breast: The Ultimate Discriminating Woman's Guide To Breast Augmentation* (CosmetXpertise, 1999).



Dr. Tebbetts on his Harley, and above in scrubs.

The 404-page hardback text (with dozens of pictures and 40 handy tear-out knowledge-filled index cards) covers more ground than Patton on a Buell. We got ahold of a copy and gave it a good look-see. Here's some highlights from *The Best Breast* and what one of the top breast augmentation surgeons has to offer to enhance your knowledge of nature's finest ... and how he makes things just a bit better.

For starters, there's basically three types of women who consider the surgery: 1) those women where nature "missed a beat" during puberty and breast development, 2) those women where nature took its toll during pregnancy and nursing, and 3) those women who, for personal reasons, would like to improve the appearance or shape of their breasts.

Regardless of the type, all women share two very important things in common when considering breast augmentation: the amount of skin tissue they presently possess and the degree of expectation they have concerning the surgery's outcome. As Dr. Tebbetts advises repeatedly throughout the book, the importance of realistic expectation cannot be overemphasized.

"You can have a more positive image, and these feelings may allow you to project a more open, positive image to others. But the only predictable change is larger breasts ... the decision to have a breast augmentation should be based on realistic, personal objective that you discuss with your surgeon."

The Best Breast is organized into four sections that summarize the approach recommended for any woman weighing the prospect of surgery: 1) deciding whether to even consider breast augmentation, 2) learning what you need to know to make an informed decision, 3) consulting surgeons and making decisions, and 4) finalizing your decisions and preparing for surgery and recovery.

Addressing the first point, Dr. Tebbetts tries to head off a bad decision before it even sees the light of day. For example, if the woman has a strong history of breast cancer in her family (mom, granny, aunts), she should forget about having breast augmentation surgery.

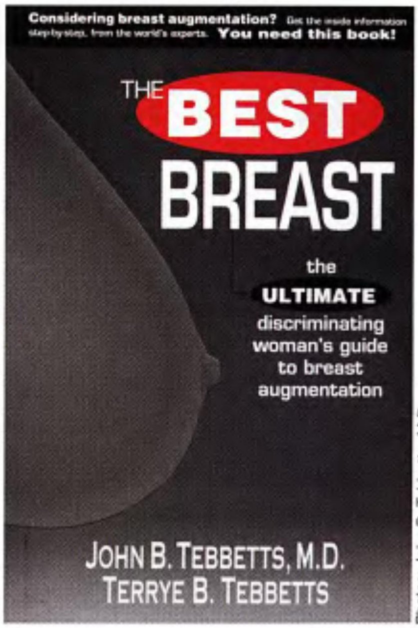
Do you have a personal history of auto-immune disease, like maybe lupus or rheumatoid arthritis? Even though current studies do not support the claim that implants cause auto immune disease, "any stress (a surgical procedure, for example) could possibly

affect the course of the disease. Why take a chance?"

One really important aspect is the psychological basis for making the decision: are you doing this for yourself ... or for someone else? And, if you aren't happy with the results, or if he isn't happy with the results, what then? Will blame turn to flame, so to speak?

In the course of researching both *Boob Guides*, several women interviewed revealed that they'd made their decisions with limited knowledge of what they were getting into. Others researched the subject for a year or two beforehand, a point Dr. Tebbetts offers repeatedly: do your homework! "You can't educate yourself with 'sound bites'. You need information and a willingness to use it."

That last sentence drives the entire text of *The Best Breast*. You'd expect nothing less from a guy who developed one of the two fundamental shapes for breast implants. Dr. Tebbetts designed the anatomically shaped implant to solve the problem of overfilling and



Photos: John B. Tebbetts, M.D.

settling encountered when using the standard round implants. As time and gravity take their toll on the implant, the saline settles to the bottom. Many doctors try to offset this inevitability by over filling the initial implant, resulting in an unnatural bulge at the top of the chest.

Dr. Tebbetts also developed a precision measuring technique that rivals Space Shuttle-design precision. He can create an extremely realistic picture of the projected end results, an approach not all surgeons subscribe to. Again,

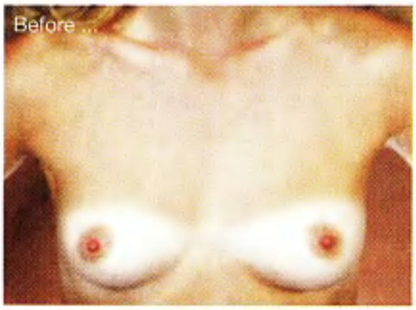
Dawn, a patient of Dr. Tebbetts

referring back to *Boob Guides 1 and 2*, several woman interviewed (not all included in the final text) simply flew in for the procedure with little, if any, advance in-depth prepping by the respective surgeon.

The Best Breast goes into far more depth than we could begin to cover here, but two significant and simplified points (honest, no pun intended) stick out here: 1) if you are woman with little extra skin tissue, it's going to be a very tight fit, 2) the bigger you go, the worse things will look over time. In short, just because you *want* implants doesn't mean it's going to be the best thing since sliced and buttered rye toast.

Fairly honest words coming from someone in the medical world. Based on personal interviews with Dr. Tebbetts for both *Boob Guides*, he seems far more concerned with a patient's happiness than trying to convince them they should do something they may not be happy with years into the future.

When he's not modifying stock body



chassis, the good Dallas-based doctor is applying proper wrist technique to the throttle of his Softail. If you wanna know more about his practice or how to contact him, apply proper wrist technique to your mouse and log onto www.beastbreast.com or www.plastic-surgeon.com.

And remember, no matter how often your significant other asks you, "Hon, are my breasts big enough?" always be at least one six-pack short that you *must* go replenish immediately!

—Captain Trash

Victoria, a patient of Dr. Tebbetts

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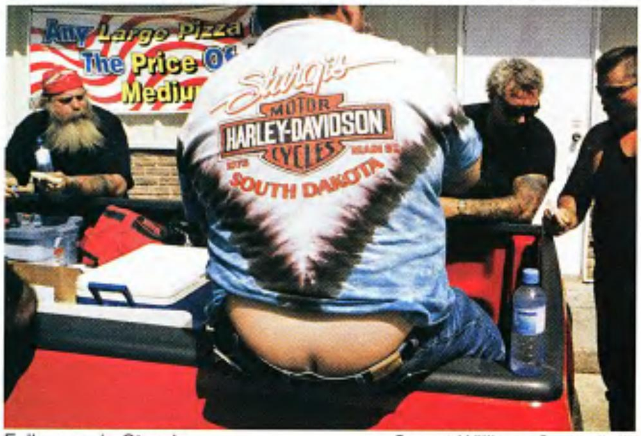
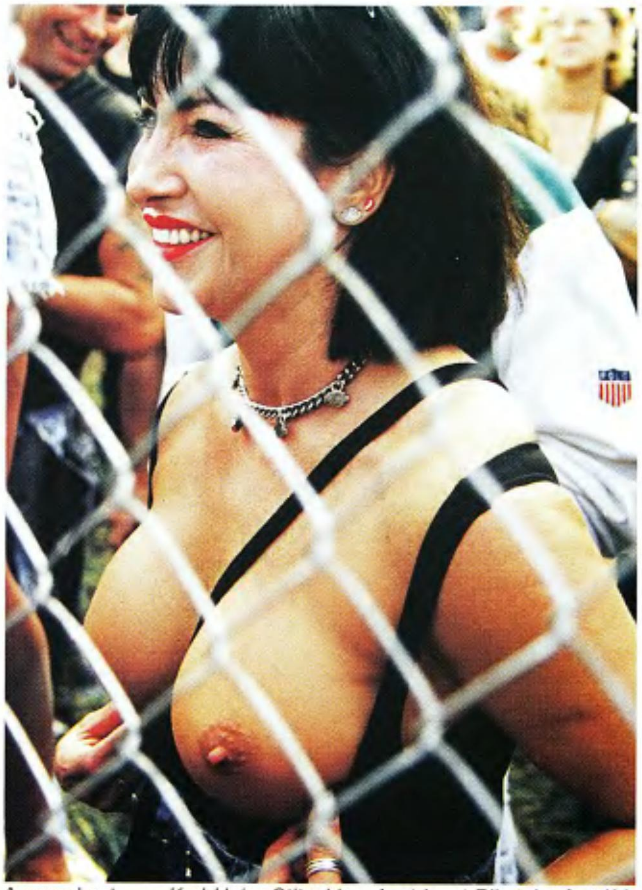
Life imitating art. —*Jesse James, Ironton, Ohio*

Lid-free and loving it on the road between Deadwood and Sturgis. —*Rick Harrison, San Bernardino, Calif.*

—*Kato and Kris, Biketoberfest '99, Daytona Beach, Fla.*

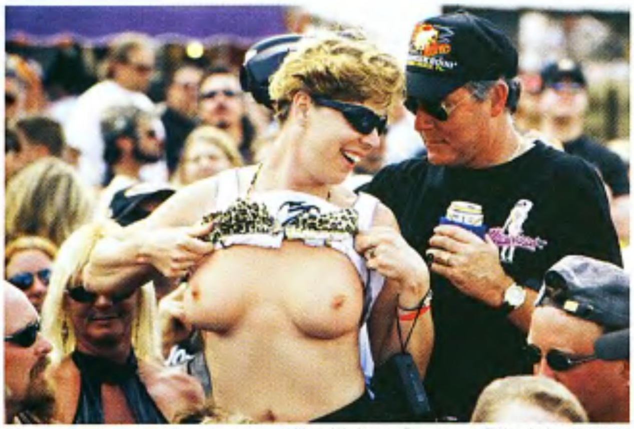


Full moon in Sturgis. —*Sweet William, Cantrall, Ill.*



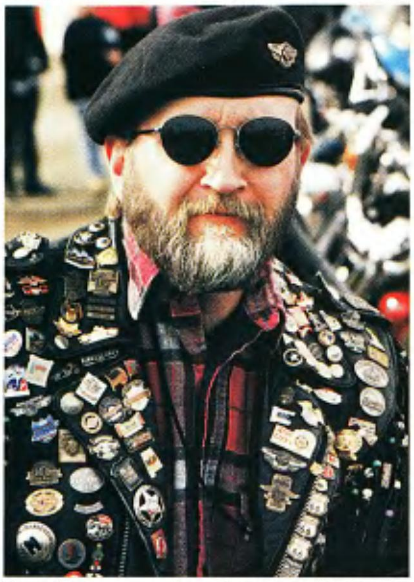
A caged set. —*Karl-Heinz Stitz, Linz, Austria, at Biketoberfest '98.*

Foreshadowing of a future, final, road trip? —*Hollywood Tom, Dania Beach, Fla., at Hell's Gate, British Columbia*



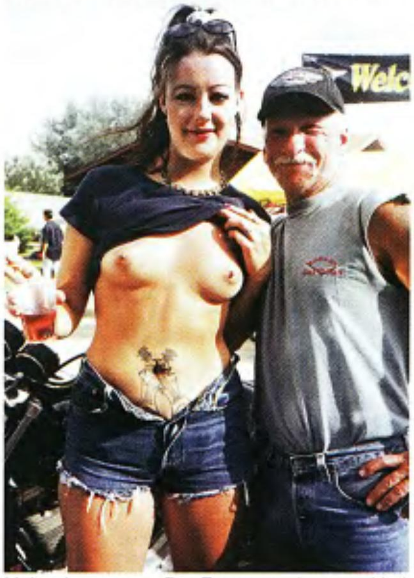
Oh, yeah, look at these ... —*Mike Lichter, Daytona Bike Week 2000*

Golden bozos. —*Shane and Barbara Mohnen, New London, Wis.*

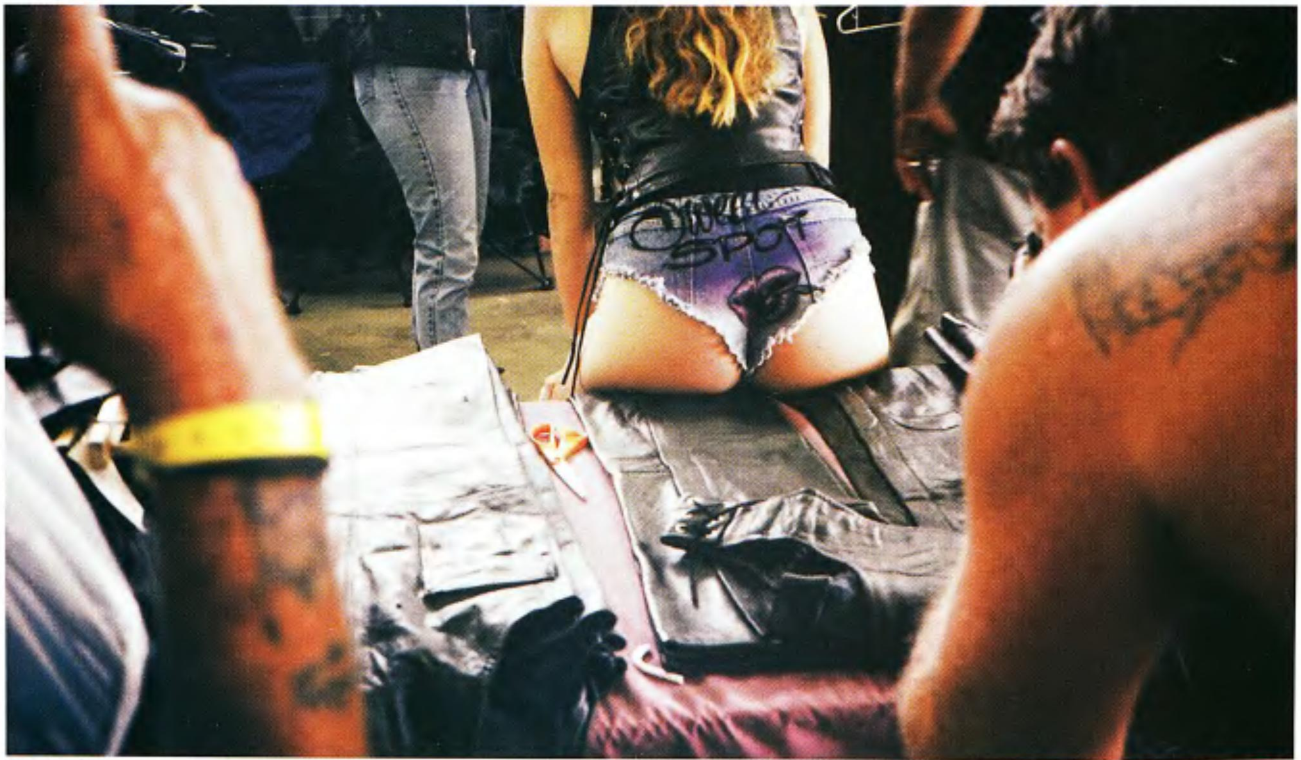


Been there. —*Lou Camerota, Darby, Pa.*

Road dog. —*Nasty Nish, Biketoberfest '99*



Hulett hooters.—*Pat Fresques, Layton, Utah*



This butt's for you ... and you ... and you ... —*David R. Klubeck, Ann Arbor, Mich.*

Bustin' 'n' burnin' at New Smyrna Speedway. *—Steve Pappas, Bayonet Point, Fla.*

Loose lips, er, tits. *—Joe Naglieri, Katy, Texas*

We ain't drinkin' champagne outta this boot. *—J.C. Ketner, Sandy, Ore., of Larry Smith, Battle Ground, Wash. on the way to Sturgis.*

Bird in full dress. *—Terry Bert, of Colby and Lara, Frazier Park, Calif.*

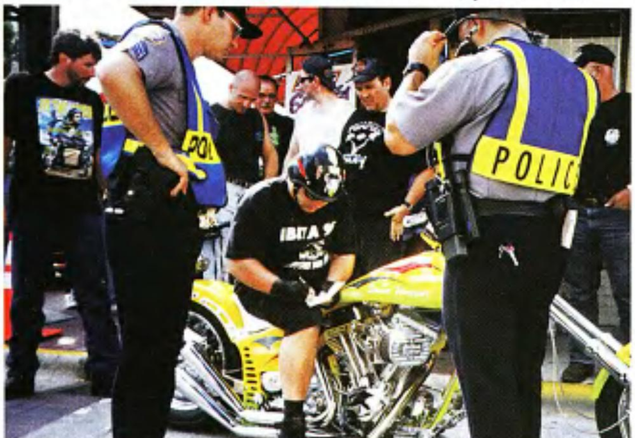
Bird in full bloom. *—Kory Swanson, Waterloo, Iowa*

A blonde sandwich. —*Bopper, Biketoberfest '99, Daytona Beach, Fla.*

Tit protectors. —*Thumper, Elizabeth, Pa.*

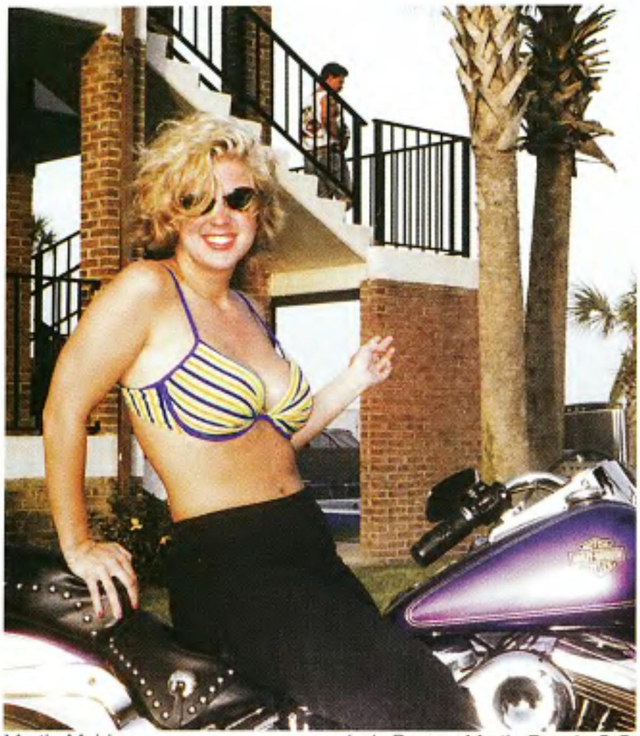
Knot tied. —*Frankie Simons, Lucerne, Maine*

Major tweeters. —*Mike Lichter, Daytona Bike Week 2000*



Stopped by the "Loud Paint" police. —*L. R., Daytona Beach, Fla.*

"Bucket O' Shit" race. —*Shelia Brannon, dirt drags, Roxanna, Ky.*



Myrtle Maiden. —*Judy Brown, Myrtle Beach, S.C.*

Love the smell of 'slawers in heat. —*Mike Lichter, Daytona 2000*

Nice nips take tattooed trips. —*Jeremy Kemp, Portsmouth, Ohio*

The palms have been drinking. —*Mike Lichter, Daytona Bike Week 2000*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35mm, 2-1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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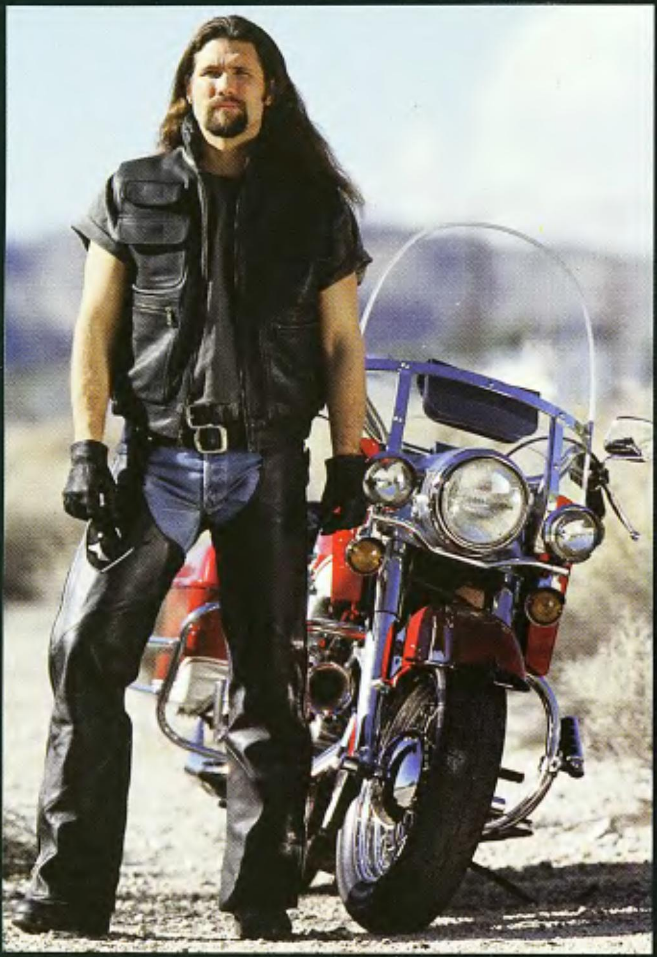

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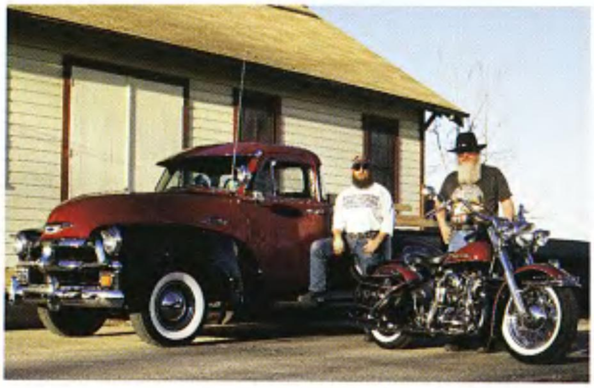
There's many among you who have finished a major project on your scooter only to have something serious fail almost immediately from an undetectable flaw that surfaces after the fact. You remedy that problem the second time around. All's fine for about a month until a purple-haired senior citizen wearing Coke-bottle-glasses backs over your treasure in the supermarket parking lot and disappears before you can get her license plate number ... taking the bike out for an agonizing second time.

Third Time's A Charm

Meet Bruce Epperson who had a similar experience after his initial restoration of this outstanding 1954 FLE Pan. The project began with the completion of a six-year restoration of an inherited '55 Chevy Series 1 pickup bought new by a relative. The burgundy and black pick-up set the stage for finding a '55 Pan to match it. He finally settled for a '54 that was represented as a 100-point restored original. The machine was disassembled for cosmetic upgrades and a new two-tone paint job to match the Chevy. It needed more than cosmetics as major problems were encountered. The engine was torn down for inspection revealing shoddy past workmanship. A rebuild was deemed necessary. After months of hard work, the day arrived for the shake-down ride. Bruce rode the Pan around very carefully so as not to provoke the gods of fate. The Pan appeared to run fine, but the following morning it was discovered sitting in a puddle of oil. Inspection revealed disintegrating engine cases which wasn't apparent during the rebuild. STD replacement cases were acquired and put into service.



The truck and the bike were both ready to show, but Bruce didn't want to transport the bike on the truck, so a color matching custom trailer with Harley fenders was fabricated to haul the Pan to shows. The first custom show display yielded first place and best of show trophies for the combination. The bike ran great, and he was invited to attend the next show in Wichita. This is where bad luck got worse, but instead of the bike getting backed over in a parking lot, Bruce got caught out on the highway for hours in a sand storm on his way to Wichita. The paint and chrome on the bike, trailer, and truck were ruined. The truck windows were etched beyond recognition. He continued on to the show where he didn't even receive the hard luck trophy.

A credit to Bruce's persistence was another nine months spent in the garage painstakingly rehabilitating the pick-up, trailer and Panhead for the third time. A den full of mammoth-sized first place trophies have been accumulated since.

—Mike Egan

Owner: Bruce Epperson
City: Yukon, Oklahoma

General
Fabrication: restoration
Year/make: 1954 Harley-Davidson
Model: FLE
Assembly: owner
Chroming: Peerless Plating

Engine
Year/model: 1954 FLE
Rebuilder: Marion Owen
Ignition: circuit breaker
Displacement: 74 cubic inches
Lower end: stock
Balancing: 52 percent
Pistons: .010 O.S.
Cases: STD
Heads: original H-D
Cam: mild 61-inch
Lifters: solid
Carb(s): M-61 Linkert
Air cleaner: 7-inch round, H-D logo
Pipes: dual replacement

Transmission
Year: 1954
Shifting: foot
Engine sprocket: 24-tooth
Trans sprocket: 28-tooth
Wheel sprocket: 52-tooth

Paint
Color/type: burgundy, black/ urethane

Frame
Year/type: 1954 dogleg rigid
Builder: H-D
Rake: 30 degrees

Accessories
Bars: pullback
Risers: 3½-inch
Handlebar controls: internal
Fender(s): original
Headlight: 12-volt conversion
Taillight: 12-volt conversion
Speedo: 120 mph
Dash: 2-lite
Pegs: footboards
Electrics: 12-volt battery
Foot control: shift
Gas tank: 3½-gallon saddle
Oil tank: 4-quart wraparound
Oil system: recirculating
Primary cover: tin type
Seat: solo w/custom rail
Mirrors: custom
Grips: H-D

Forks
Type: wide glide
Builder: H-D

Wheels

Front
Type: Star
Size: 16-inch
Tire: white wall
Brake: mechanical

Rear
Type: Star
Size: 16-inch
Tire: white wall
Brake: mechanical

Photos: Michael Lichter

The ratio of an igloo's circumference to its diameter: Eskimo pi.

Terry
West Chester, Ohio

FoxHunt

Meet February's Winner

Around these offices we spare no expense when it's time to photograph the Fox Hunt winner, and this time was no exception. Poppy (yes, that's her real name) is a paralegal for a well-known international company that shall remain nameless and hails from Cincinnati, Ohio. Seein' as how we were all gonna be in Columbus for the big Bike Show, we figured, what the hell, we won't have to fly her anywhere! So, we made her and her ol' man drive the few hundred miles in the snow, for the pleasure of posing for us! While there, she received the full red-carpet treatment. Since we forced her to find her way to and from the hotel and Convention Center on her own, we figured, the least we could do was buy her a meal and take her on a trip filled with all the strip clubs you could handle. That's right, a tour of the good, the bad, and the ugly with—well, you can guess the rest. When she's not getting topless for us, you'll probably find her singin' her heart out with her band The Touchtones or ridin' her custom '97 FL,with hubby ridin' bitch (jus' kiddin', bro—he's got a 2000 Road King) all over Ohio. If ya don't get to Ohio much, get over to page 99 and check out her shot at fame on Lee Wimmer's hardtail chopper shot by Photography God Michael Lichter.

—Sherwood O'Dunner

Lisa—Arkansas

#701

"I went to a concert with a guy who was really boring, so I took of with a guy on a Harley I'd never met before."

Christina—Ohio

#702

"I was 30 years old before I got my first ride ... on a Harley. It was the most exciting and orgasmic experience ever!

K.D.—California

#703

"I was completely at one with the bike and have been in Harley Heaven ever since."

Moira—Montana

#704

"I've been to Sturgis every year since 1992 and want to go back in 2000 as a Fox Hunt babe."

Jennifer—Iowa

#705

"After my first ride, I knew my life would never be the same ... and it has been better ever since."

Laurie—New Jersey

#706

"My first ride was one that no one will ever forget. It's the day I got my nickname. Now everyone just calls me Puddles!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #325 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes June 1, 2000. The voting deadline for this month's crop of cuties is June 30, 2000. We'll print the winner in the November 2000 issue.

Here she is, bros, the March 2000 winner in our monthly Fox Hunt, Ashley #306, from Norfolk, Virginia. See more of her next issue.

325

FOX HUNT
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Model's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
I am _____ years of age, born ______________________
I will pose fully nude ______________________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____
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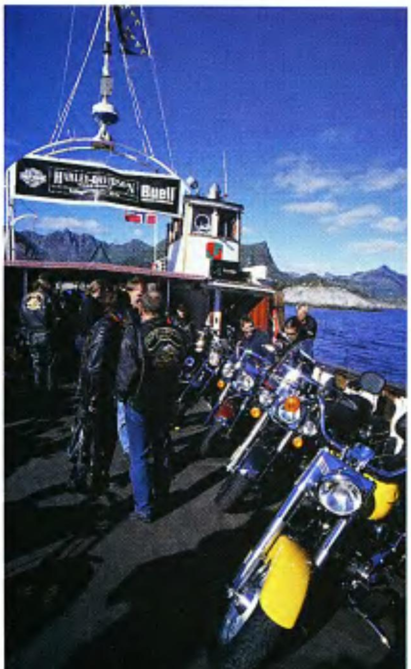
No Love

From Russia

NORWAY TO RUSSIA ON A HARLEY-DAVIDSON

Going to Russia from Norway on a Harley-Davidson was the highlight of this ride, sponsored by Norwegian importer and distributor Kjell Ingebretsen and his wife, Aud. The 16-day, 8,000km ride, known as the "Lindesnes-Lillehammer-Kabelvag-Nordkapp-Murmansk Ride 1999," involved no less than 18 ferry crossings.



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August 6: Friday morning, was the "kick-start" of the ride as we gathered at Lindesnes, the most southerly point of Norway. There is little to see here except a small red lighthouse perched on the rocks, facing the might of the Atlantic Ocean.

We made tracks to Lillehammer for the opening of the 5th Olympic Rally (a three-day event) held on the grounds of the five-star Radisson SAS Lillehammer Hotel. During the 1994 Winter Olympics, the Hotel was the official headquarters for the International Olympic committee and all its meetings, banquets and activities.

The hotel management is made up of H.O.G. members and the hotel manager, Dag Koppervik, is an honorary member of H.O.G. and chairman of the Rally Committee. They've been holding H.O.G. rallies since 1995. Next year, there will be a Millennium Rally in the same place.

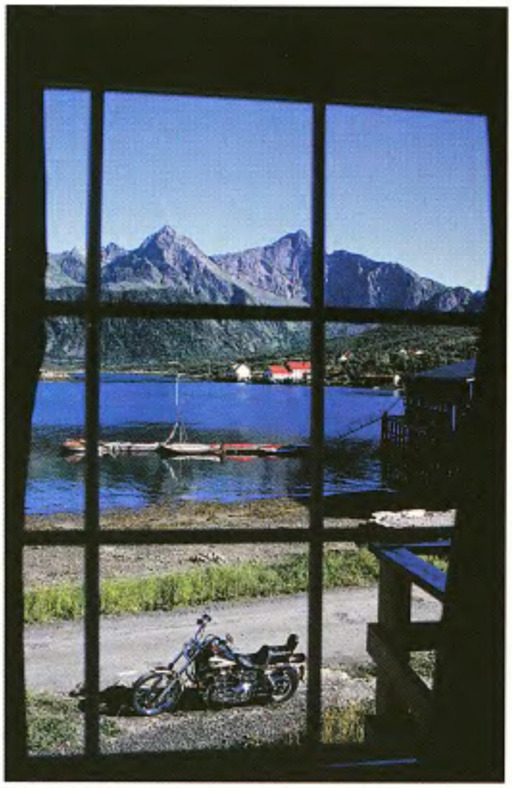
During the next few days, we rode on through a lot of wonderful scenery and famous Norwegian fjords. Some of the H-D dealerships along the way gave us a big welcome. We were met by the Nordvest Chapter, who arranged a restored classic coach to take us to a Viking Ship, the "Borgundknarren." It's a replica of a 1,000-year-old long ship. On a bright, windy afternoon, with beer in full supply, we sailed through the choppy waters of the bay.

The Trondheim Chapter gave us an escorted tour of their city, Norway's third largest, before a visit to their newly opened H-D dealership. In the showroom we discovered a fine selection of pristine classic American cars.

We crossed by ferry to the Lofoten Islands, off the west coast of Norway and north of the Arctic Circle. The three H-D Dealerships in Northern Norway, Bodo, Ballangen and Tromso, organized the First Annual North Norway H.O.G. Rally at Kabelvag, a small fishing port.

The rally was a huge success. One of the highlights was a cruise on one of the wooden ferries, built in 1955. With the latest Year 2000 H-D models on board, we sailed around the bay and lunched on whale meat (which tasted similar to beef steak).

The next few days saw us at the North Cape and then onto the Norwegian/Russian border. The evening before our ride into Russia many of us were feeling a bit apprehensive, having heard scary stories about getting in and out of the country. Our guide, Barbara Lund gave us instructions and passed on a list, with the heading "Russia is different—but not dangerous." All riders were advised to fill up since gas stations are few and far between in Russia, except in the cities.



Russian border customs are known to be notoriously slow. So we made an early start, took what we needed, and left most of our belongings behind.

Twenty-two bikers entered Russia. We were an apprehensive lot, not quite knowing what to expect until we arrived at the first passport control deep in the forest. Two Russian army conscripts, wearing ill-fitting and poor-quality uniforms, slowly proceeded along the line, closely examining our passports and taking down each bike's registration numbers. Along the 10km potholed road, high above the treetops, were a string of watch towers. Armed sentries peered through their binoculars, watchin' our movements until we reached the second passport and customs checkpoint. Again, manned by army conscripts, many no more than 18 years of age. To supplement their very low income some offered to sell us handmade models of watch towers for $15 each. Believe it or not, their salary for two months is just $15.

From the Russian border, the area is a military zone with many military camps and atomic waste dumps for nearly 100 kms on the main road to Murmanks. Stopping or taking photos is forbidden. The road continued to be an uneven roller coaster with Buick-sized potholes everywhere. It was hard riding for all.

Russia is indeed another planet. The predominantly gray landscape is a quagmire of churned-up mud with thousands of acres of broken or burnt-out trees, giving it the appearance of a lunar surface. Sometimes old oil drums, oil pipes, and rusty motor parts lay beside the road in ruin.

In the distance, three tall red and white painted chimneys blotted the skyline. Each was pumping out the thick smoke of burning brown coal, turning the air dark and issuing a musty acid smell in the air for miles around. This was the steel town of Nikel within the military zone. We stopped and stared in total disbelief at the ugly and depressing sight of Soviet-styled decaying housing blocks and the rusting and aging steel mill, which would have been condemned in the West years ago.

Life expectancy here is 55, due to the heavy pollution and drinking of vodka. The surrounding mud-covered and crowded cemeteries were like vast garbage dumps. A funeral was taking place with a coffin draped in red cloth carried on the back of a worn-out truck, followed by mourners in a fume-belching, ancient bus.

We soon arrived at another military passport control-stop on the boundary

of the military zone. Again, our passports were slowly checked. A sentry was standing on a raised platform, cradling his submachine gun.

After that, the landscape began to change to a more natural, lake-dotted countryside—minus the farms and grazing animals. Unmarked on the map, in the midst of a heavy forest, we came upon a nuclear missile base, surrounded by a town with a population of 25,000. I could just barely see the skyline of missiles, pointing heavenwards above the trees.

Local people were seen wandering along the road, some carrying plastic buckets filled with mushrooms, cloudberries, and red berries that were gathered in the nearby woods. Others went fishing. This is their only staple diet as food in shops is just too expensive.

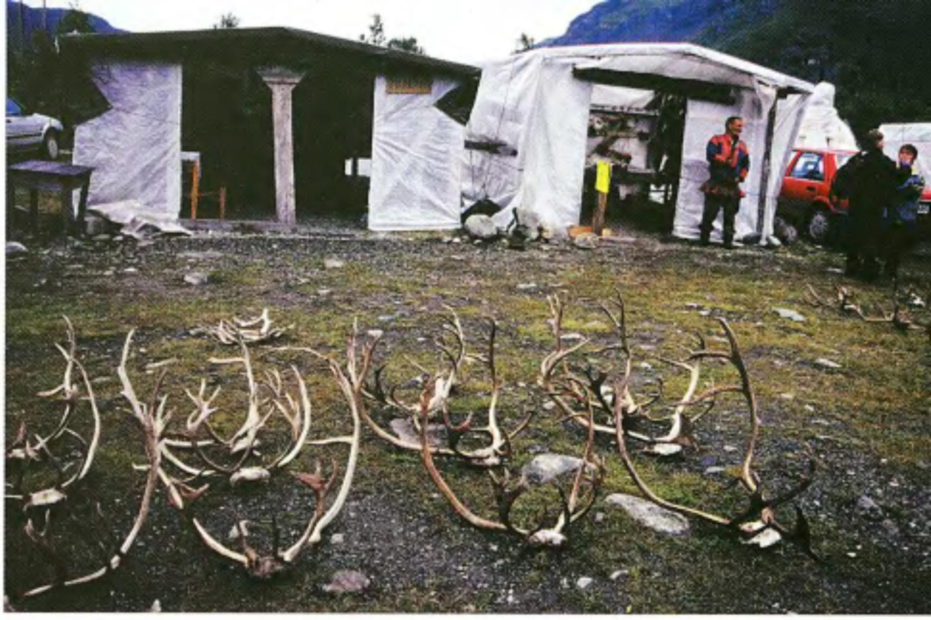
Murmansk, Russia's northern port and large Naval base, soon came into view. During the Cold War, Russian nuclear submarines sailed the Atlantic Ocean. Now, the rusting submarines are a constant danger to the environment.

The Murmansk skyline has a daunting appearance, with bleak and grim, sprawling Soviet-styled housing blocks overlooking Kolsky Bay. The giant statue and memorial to the Defenders of the Soviet Polar Regions in the Great Patriotic War of 1941-1945 struck an awesome view. As we rode into the city center, shoppers stopped to stare at us as we rode along the wide streets.

Our hotel, "Polarny Zory," just off Lenin Avenue, has recently been refurbished to Western standards ... so it seemed. The foyer is bright and breezy, but our rooms were sparsely furnished and had old linoleum floor covering. The bathroom had a small tub like a big soup urn as a bath and the tap water had a rusty pipe smell. Wash in it and you could smell the rusty water. One couple from the Bergen Chapter in Norway, slept with their motorcycle clothes on as they could not bare to sleep between the sheets! The 18 bikes were watched over by night security guards in the hotel car park. Down in the hotel foyer were small groups of men, hanging around, dressed in black shirts, brown or black leather jackets, and black trousers.

Young hookers sat alone at the bar, waiting for dates. They prefer U.S. dollars and the going rate for a "date" was $50.

A dinner was reserved for us at a local restaurant, which had a luxury feel about it, well above Russian standards. The first course was fresh salad and salmon. We had to wait 40 minutes for our main course as the waitress told us there was a



problem in the kitchen. It's more likely that they ran out of gas to cook with! We drank unpalatable Russian red and white wines and Russian champagne. Take my advice, stick to vodka. The meal didn't come cheap as we were charged Western tourist rates at approximately $25 (U.S.) each.

On Sunday morning, some of the bikers visited a market to buy souvenirs. As we had only been in Russia a short time, many of us were relieved to be returning to Norway. On the way to the border, two of the bikes developed electrical problems. Those with mechanical knowledge soon got the bikes on the road again.

Finally back in Kirkenes, Kjell and Aud Ingebretsen, the rally organizers, presented commemorative T-shirts to us with the map of the ride and the words, "I did it" emblazoned across the front. We also got a certificate of participation for the 20 of us who rode from start to finish. In return, Aud was presented with a silver writing set and very attractive plaque. There was a celebratory farewell dinner in the evening, and the next morning we all made our way back home, packed with memories to last a lifetime.

—Richard Sowersby

Next time you think things are screwed up in the good ol' USA, remember Richard's trip to mother Russia.

— Ed

Photos: Richard Sowersby

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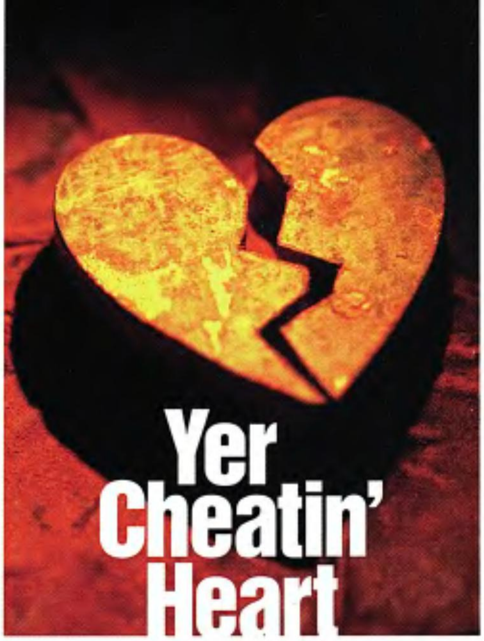

Women are always wondering if their man is checking out other females, but they really don't need to wonder. Of course he is. He's a man isn't he? The only way he wouldn't look at other women would be if he was gay and that opens up a whole other kettle of fish. But just because he's looking doesn't mean he'll touch. First of all, if you go touchin' strange women you'll probably get arrested. Second, he may not actually want what he's lookin' at. Hey, I looked at a bicycle the other day but that sure didn't mean I wanted to ride it. Lookin' is just something men do to pass the time. Just good clean fun.

Women don't tend to eyeball men as much as we do them. Women are different; some might say sneakier. They're not as obvious about what they like. They just go out and get it when you're not paying attention.

Which brings me to cheating. A woman cheating always catches her man by surprise. I mean, if she's not interested in sex with you, what's the appeal of the mailman or the pizza delivery guy? This is one of the great mysteries of life. Men cheat because they're horn dogs—why women cheat is beyond me.

But just because you don't understand it doesn't mean you can't spot it. I don't understand pelicans but I know what they look like. And this is important stuff. If your woman isn't faithful you need to know so you can get the hell out of there. No use sharing your meal with someone who isn't chipping in for groceries.

There's no set rule for catching a cheating ol' lady, but from what I've been told you want to be on the lookout for change. If you suddenly find that your world is not as it used to be, it's possible that infidelity has entered your life. What kind of changes, you ask? These kind:

You find thong underwear in her dresser drawer but she normally just sluffs around the house in a pair of your old boxers. You find out that she's buying sexy yet uncomfortable bra and panty sets that match or any other stuff she'd never wear for you in a million years. From my experience, women don't buy fancy underthings unless they're planning on showing them off. If she hasn't modeled them for you, then who?

She starts wearing a lot of new jewelry and you know there's no way in hell that you bought it since the last gift you gave her was that personal massager before you left for Sturgis last year. Also watch for other stuff showing up around the house, as if by magic, like a big screen T., DVD player, or anything else a grateful man friend might offer as a thank you for illicit sexual favors. If you didn't buy it and she can't produce a receipt, it had to come from somewhere.

The woman who once dedicated herself to taking care of your every need now seems like she could care less if you burst into flames. A sudden lack of interest in your comfort could indicate that her eye is starting to wander. If you find yourself cooking your own meals, doing your own laundry, and generally living like a bachelor, you might as well get used to it. You'll probably be doing a lot more woman's work once she moves out.

She's suddenly obsessed with removing hair from her body. This is a sure-fire sign, especially if she's the type who normally shaves her legs only when it starts to sprout through her jeans. Women know that men hate female body hair and since she doesn't care what you think, why's she whacking off her leg whiskers three times a day? You can bet it ain't for your pleasure. You have to wonder who she's trying to impress.

She suggests that you try swapping or some other bizarre sexual behavior. This happened to a guy I knew. His ol' lady started dropping hints that she wanted to do a three-way and, sure enough, it wasn't long before she got her wish. Unfortunately, he was at work when the deed took place. Rest assured that if a woman starts talking about swapping, she already is. And be careful that if she mentions swinging she doesn't mean you ... from a rope.

Someone keeps drinking your beer while you're at work. This can mean only one thing: there's been a man in your house and something made him thirsty. If there is no evidence of home repair there's no reason for a thirsty man to be in your shack ... unless, of course, he's ridin' your significant other like a rented scooter. My advice, in this situation, should be obvious. That's right, put a lock on your fridge. It's bad enough that your woman is cheating; you shouldn't have to provide the refreshments.

She describes another man as "just a friend." Most women I know don't even like men. Why the hell would they want one as a friend? That is, unless he's one of them homosexuals, which could be all right. Women love gay guys 'cause they know all about hair color and fashion and all that other crap that you couldn't form a sentence about if you had a rocket launcher to your head. Maybe he can give her some cooking tips or some other bit of useful information. If nothing else, at least she'll have somebody to talk to instead of bugging you while you're trying to watch the tube.

She makes you pay for a boob job but absolutely refuses to show you the finished product. This is frustration at its cruelest—sort of like buying a new scooter and keeping it under a tarp in the yard. She may tell you that she's waiting for a special occasion to doff her top, which may be true, like the occasion of you being out of town for a few days. Don't be surprised if show time finally comes but you're not in the audience.

She always seems horny but never puts out. Like if she's all over you in the morning before you go to work, but by the time you get home she has about as much interest in sex as you do in Mexico City tap water. You have to wonder where all that sexual energy went. Did it just vanish into thin air or did she burn herself out doing housework and thinking up ways to make you happy? Most likely she used it all up on some guy with lots of money and really fancy teeth. You know, them shiny teeth that are always the color of fresh fallen snow and never have bugs stuck between them. The kind of guy who would never ride a motorcycle. Hell, he wouldn't have the time ... he'd be too busy bangin' your ol' lady.

She gets a tattoo that says "Property of Steve" and your name ain't Steve. At this point you should probably be looking for a new place to live; the writing is on the wall, so to speak. And if you've got a buddy named Steve, it might be time to have a little chat.

—Greg White

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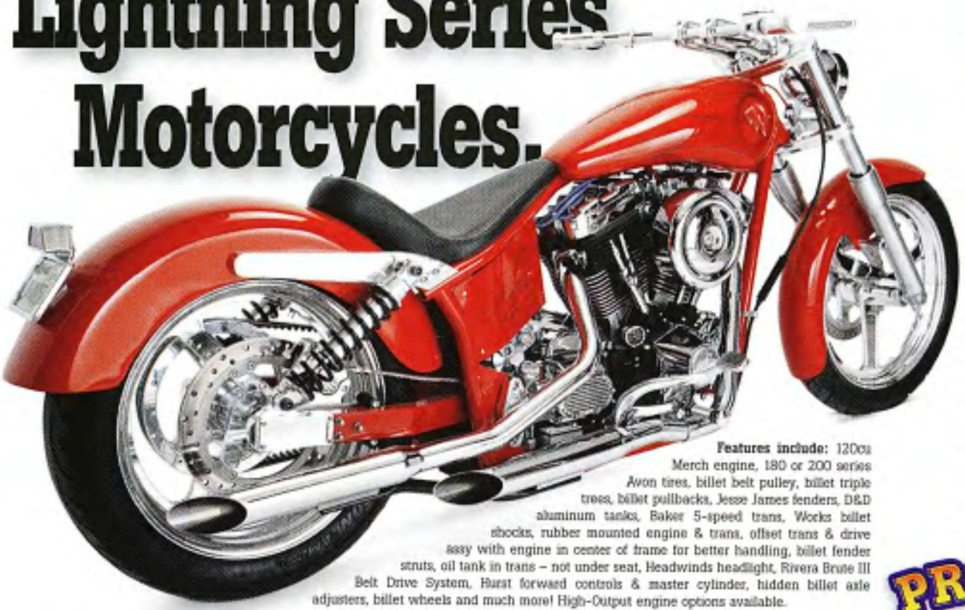

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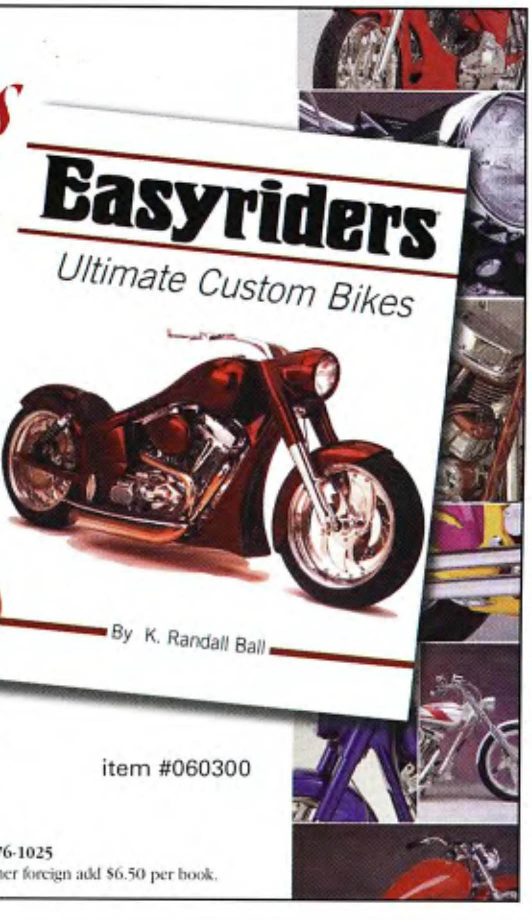

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A GUY AND HIS HARLEY, SIMPLE AS THAT

Lee Wimmer is one of those guys who makes a living using his hands and his head. A journeyman tool and die maker for the last nine years and a machine shop owner for the last 25 years, you figure the guy knows his away around a toolbox. But he wasn't always like that, at least not with scooters. When his stock '92 Springer got ripped off and tore his heart out with it, Lee bought a '93 Fat Boy and started healing his wound by mildly customizing the bike and making it more of his own. From there, the bug found its way into his marrow, and the next thing you know, he's doin' a ground-up project and living the customizing life.

An Evo motor became available at a local Harley shop, preceded by many a visit to bike shows and the growing desire to build "a biker's bike." Lee took the motor and title (important point, we'll get back to it) and stopped by Mike Wells, M.D. (for motor doctor).

While Mike treated the engine for stock-a-phobia, Lee acquired a raked and stretched Paughco rigid frame. The Paughco frame allowed Lee to run a 200-series tire with a chain, without requiring any offset. Sweet!

Lee went with a Sullivan wide glide front end and put about 40 hours into the frame (10 on his own, the other 30 courtesy JP Grafix Jr.). Extensive molding, including sheet metal around the neck, plus lots of grinding to remove pesky unneeded tabs really paid off. The frame looked cleaner than Telly Savalas' scalp before a close-up.

An example: where's the coil? Aha! Try inside the oil bag. Lee made the bag

Hardtail Hardcore

himself, had a buddy weld it up. Speedo cable? Aha! Running down to and driven off of the tranny, not the front wheel. Super sano.

Through his company, Wimmer Machine, Lee had had plenty of experience working with the aerospace and medical fields, but he hadn't really ventured into one-off parts until this project. A partial list includes the velocity stacks, the speedo mount, the gas tank's rubber mounts, taillight assembly, rear wheel hub, and top breathing canister unit that hangs down off the crossover manifold. Many of these parts are now on store shelves, with the breather unit being the best selling item.

From tire to tire, Lee's hardtail chopper is a pristine ride. It's also titled as a "1997 Hardtail." Remember that motor title? Yep, Lee lucked out and didn't have to register it as Special Construction. He also lucked out by having Poppy, this month's Fox Hunt Winner from Ohio, straddle the saddle. Taking Best of Show in the Spectator Class at the Easyriders Bike Show in Philadelphia didn't hurt matters none either.

Plenty of the bikes you see on these pages deserve a really wacky story, and we've gone there many, many times. But then there's guys like Lee and his chopper who are just fine the way the are. No bullshit, no insanity, just a guy and his Harley. Lee had a dream, he formulated a plan, and he made it happen.

It's somethin' any of us could do. It just takes doing it. This'll probably sound like preachin' to the choir if we go much further, but Lee's kick-only, magneto-driven effort is a good reminder of what things used to be all about. There's nothing like that feeling, and there never will be.

—*Captain Trash*

Owner: ....Lee Wimmer
City: ....Perkasie, Pennsylvania

General
Fabrication: ....owner
Year/make: ....1997 H-D
Model: ....hardtail chopper
Assembly: ....owner
Chroming:.........North Penn Plating

Engine
Year/model:......................1997 Evo
Rebuilder: ....Mike Wells
Ignition: ......Karata Vortex magneto
Displacement:........80 cubic inches
Lower end: ....S&S
Balancing:......................Mike Wells
Pistons: ....S&S, 10:1
Cases: ....H-D
Heads: ....H-D
Cam:....................Andrews EV 530
Carb(s):twin Edelbrock QwikSilvers
Lifters: ....JIMS
Air cleaner: ....velocity stacks
Pipes:..........................Run Roader

Transmission
Year/type:...1998 RevTech 4-speed

Modifications: ....kicker only, 4-inch Karata Intimidator

Paint
Molding: ....JP Grafix Jr.
Painter: ....same guy
Color/type: ..burple/House of Kolor

Frame
Year/type:.......................1998 rigid
Builder: ....Paughco
Modifications:........38-degree rake, 2.5-inch stretch

Accessories
Bars: ....Wild 1 chubby pullbacks
Handlebar controls: ....Ness
Fender(s): ....Jesse James
Headlight:.....................Headwinds
Taillight: ....Pro-One, owner
Speedo: ....owner
Pegs:...........................Accutronix
Foot controls: ....Accutronix
Gas tank: ....D&D

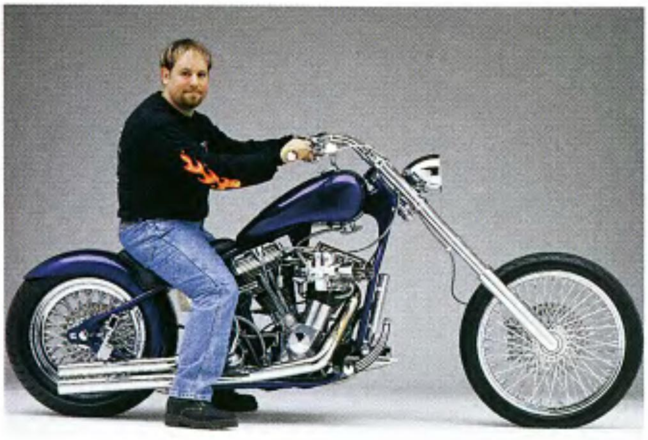
Oil tank: ....owner, secondary coil in tank
Oil system: ....owner
Primary cover: ....open belt
Seat: ....owner, Jim Hartman
Mirrors: ....Pro-One
Grips: ....Ness

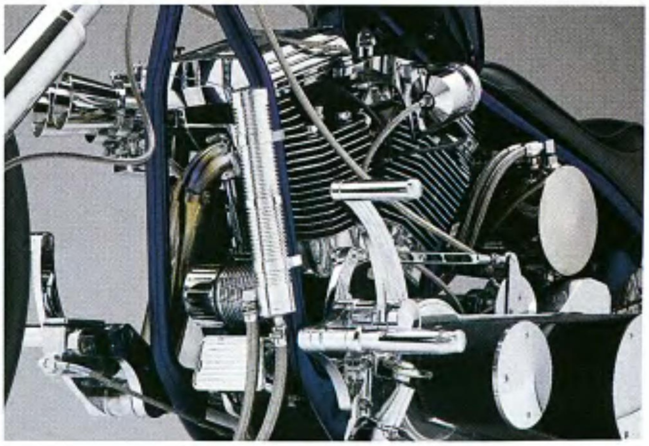
Forks
Type: ....wide glide
Builder: ....Sullivan/Perewitz
Modifications: ...6-over, rear fender struts molded into frame

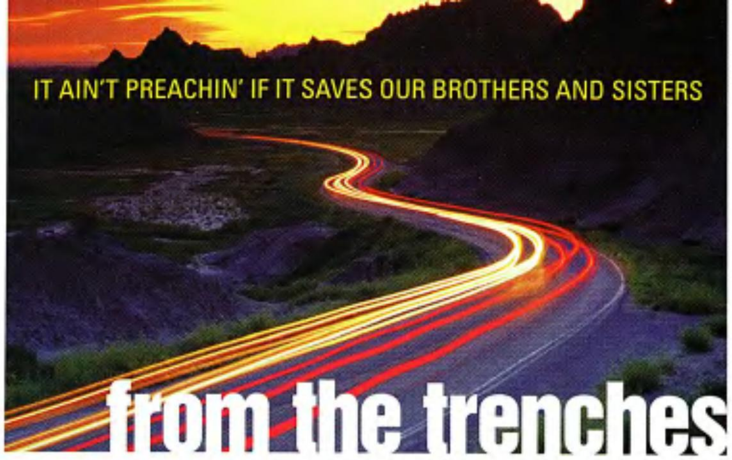
Wheels

Front
Type: ....American Wire Wheel 80-spoke
Size: 21-inch
Tire: ....Avon
Brake: ....Ness

Rear
Type: ....American Wire Wheel
Size: 16-inch
Tire: ....Avon
Brake: ....Tolle
Photos: ....Mike Lichter







IT AIN'T PREACHIN' IF IT SAVES OUR BROTHERS AND SISTERS

from the trenches

A Chief Instructor for the Motorcycle Safety Foundation (MSF) for more than two decades, Michael Farabaugh, or "Balls" as we know and love him, has taught more than 900 bikers around the country how to become MSF Instructors. Thanks to Balls and his ol' lady "Squatter," over 30,000 riders have graduated from the courses they have managed and taught.

Here's a few thoughts from a man who should know a thing or two about rider education, coming straight from the trenches.

Have you ever jumped on your sled at a motorcycle event just to motor on down to the corner for a few groceries, and on the way come upon a motorcycle accident or fatality? Or has a biker you know been in a motorcycle accident? Well, most of us can say, "Yes." Almost all who live this lifestyle understand the risk, yet many of us do nothing to push forward the effort to help change our odds.

Easyriders wants to provide information that will help you gain an edge on avoiding motorcycle accidents and fatalities, and enable us, as riders, to share the responsibility of getting this knowledge out to others who ride. We ain't gonna preach. All we're asking you to do is to help us stop our people from getting their asses run over. And together, maybe we can pass along some responsible, though sometimes unpopular, ideas to provide a safer environment at events and on the streets across our U.S. of A.

This article is inspired by personal witness to several motorcycle accidents in one weekend. Like everyone who rides, don't you wonder what happened when you come upon a bike wreck? Do you ever think, "If it had been me, could I have prevented it?" Or, "Were alcohol and/or drugs possibly involved?" Sure enough, our minds race through many scenarios when a brother or sister is lying on the pavement.

The year 2000 gives all of us the opportunity to reduce our chance of mishap by acknowledging, understanding and *managing* the risk. Ask yourself, for instance, when was the last time you spent an afternoon sharpening your skills on your motorcycle. Consider it. What if you went to a parking lot, got cruisin' to about 55 mph and braked with only the rear brake, judged the distance, then did it again, using just the front brake, then did it again using both brakes? Sound stupid? Maybe, but it'd reinforce how effective using both brakes is, especially to those of us so reliant on that rear brake. A question to ask yourself at this practice session: Do you have the ability to judge the weight transfer and the intricate message these details send back to the motorcycle?

No accident situation gives you more than two full seconds to react! If you think about that, in a crisis situation, you have only two options to avoid impact, either brake or swerve. Rider Education is now available in 46 states. Going into its 25th Birthday and third curriculum, it has something to offer even the most seasoned riders. It has taught us that experienced riders don't necessarily understand braking in panic situations, and that with less than two seconds to react, many basically mess up big time. Braking, swerving, counter-steering, cornering, the traction pie, weight transfer, the gyroscope of two wheels have all been discussed and thrown around the campfire for decades. However, today in 2000, riding techniques taught in a formal curriculum by experienced instructors who give a damn, have produced incredibly good results. Investigation of accident and fatality statistics prove more often than not, even though some ignorant cage driver is at fault and takes away our right-of-way, the biker does not react properly to avoid the accident. Again, Rider Education can change that.

Because bikers have unselfishly given their time and their dollars to train to become instructors, motorcycle fatalities and accidents are both down 60 percent since the mid 1980s. That equates to more bikers sharing the roadways and enjoying the wind more safely than at any time in our history. Taking the personal challenge is the key to *Easyriders'* readers helping become a major factor in stopping our brothers and sisters from dying on our roadways.

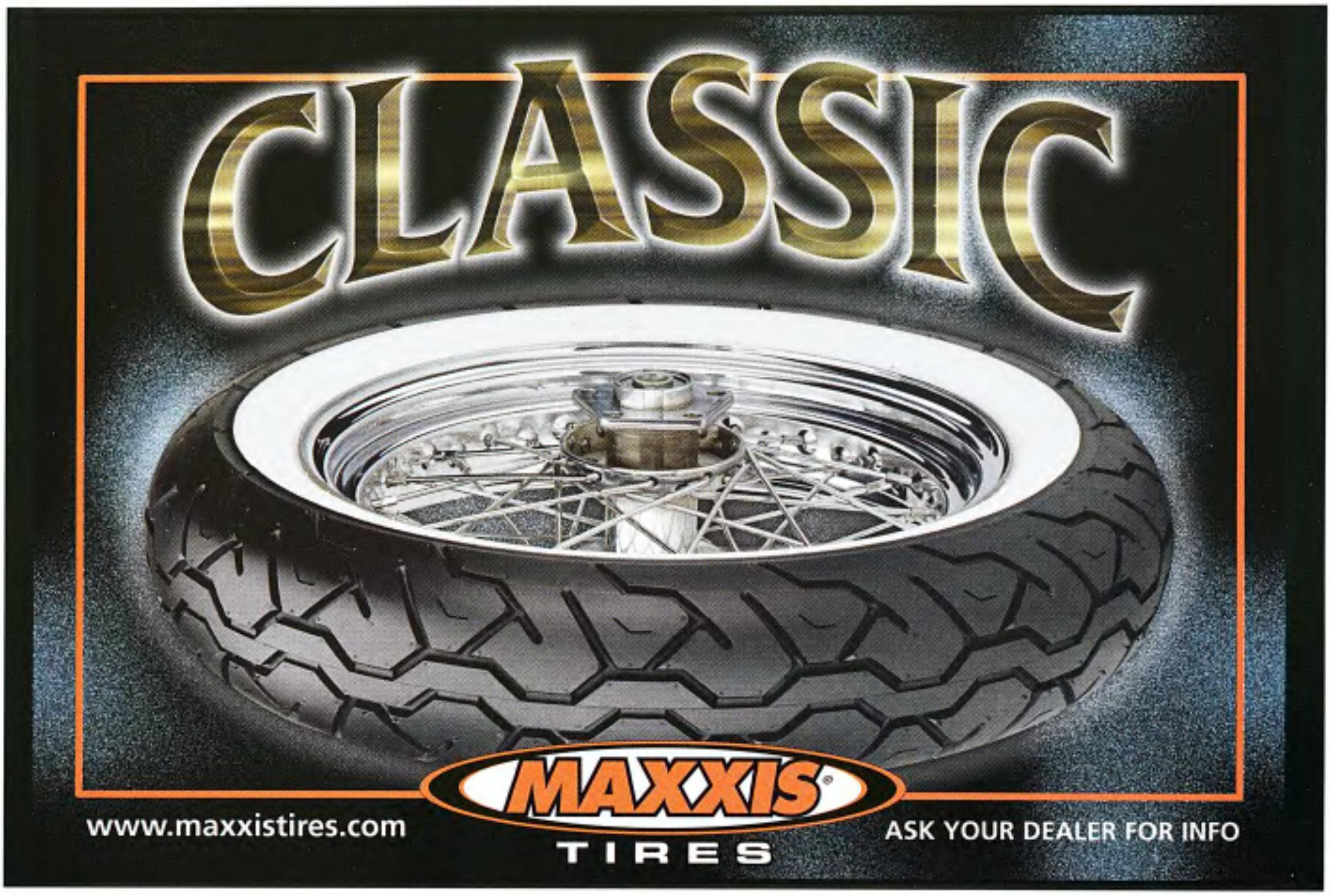
The shit about practicing and sharpening your skills in a parking lot with *your* scooter just does not happen. However, for a minimal investment of money and time, Rider Education can gain you access to a course using loaner bikes. The course can be taken over a weekend in most states. You can beat the living hell out of a Rider Ed bike, testing your skills in front of an Instructor who is trained to challenge you. The current curriculum is outstanding. The only caution is to check out and ask for an Instructor who not only rides, but (he or she) rides *a lot* and has been teaching for three or more years. Like everything else in life involving the human ego, there are Motorcycle Safety Instructors who think they're God's designated motorcycle safety gift to the world. An instructor with this mentality can be counter-productive. A little patience along with a good attitude will go a long way toward personal development and achievement that may be part of saving your life.

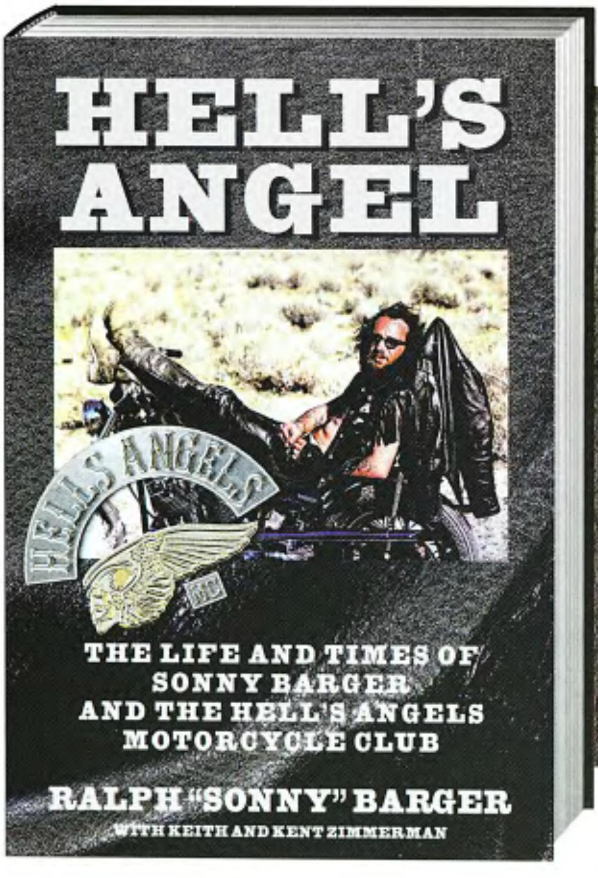
After taking a Rider Education course you'll find that the experience makes riding more fun. You'll corner faster, smoother, and with more confidence. You'll also learn to apply maximum braking under all circumstances. You will gain a significantly better feel for understanding the gyroscope and physics two wheels provides to you. Overall, you'll discover how to allow the machine to better perform to the amazing capabilities it has.

The year 2000 challenges each of us to focus toward the goal of not losing anyone to a motorcycle accident. The performance capabilities of a motorcycle allow it to stop quicker and outmaneuver other vehicles. An educated rider can put the machine almost anywhere, anytime he or she wants. But, when we put a human body on two wheels that simply does not understand two wheels, or is under the influence of drugs or alcohol, we all suffer the consequences of tragedy. For crissakes, don't stop partying ... don't stop living any part of our lifestyle. Just stop partying *and riding*. And, maybe in memory of the last bro who went down, be the influence among your bros and sign up for a Rider Ed class. Don't talk about it, man. Just do it!

Be careful out there ...

—Balls





The First Inside Look at the Infamous HELL'S ANGELS

From eye-popping tales of life on the road to the secret rites and rituals, quintessential Angel Sonny Barger reveals the inner workings of this notorious club.

William Morrow
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The Up-Side of

OR, HOW I LONGED TO LIGHT UP AT 50

I was remarkably calm for a person about to score one of the most dangerous drugs on the planet—a drug, according to the U.S. Surgeon General, whose addictive powers can enslave a human being as mercilessly as heroin or cocaine.

I calmly asked "the man" for 108 tabs of Uppsala beige, and told him to throw in 14 skin soakers as well. I didn't give a damn who heard me: not the old lady behind me, nor the yuppie couple at the news rack. The heat? I laugh at cops. I've got juice, and they know it. I'm protected by the FDA.

Smoking

What I was buying, in open view at a CVS drugstore in my small New England town, was raw, oozing—unadulterated by tobacco or filler—nicotine. To be precise, a "starter kit" of Nicorette gum (made in Uppsala, Sweden, for SmithKline) and a box of NicoDerm CQ patches. To those in line with me at the pharmacy counter, I may have even seemed admirable. A 51-year-old man trying to break a lifelong cigarette habit. They didn't know my dirty little secret. I don't smoke. Never have. I was simply taking the first brave step toward nicotine addiction ... with the full blessing and support of our federal government.

But I'm getting ahead of myself.

This all started on my fiftieth birthday last year, when I vowed to improve my health. I had made it through half a century without contracting a major illness, had never spent a day in the hospital and had only called in sick from work when I was lying about it. But at 50 I was facing a whole new gaggle of possible geriatric diseases—Parkinson's, Alzheimer's, etc.—and my doctor had warned me to go on a diet. I lifted free weights and bicycled an hour or more per day, but I knew in my heart that I was avoiding the real issue.

I had to start smoking.

The medical logic is irrefutable. True, in 1990 smoking accounted for approximately 20 percent of all deaths in the U.S., wiping out nearly 420,000 people per year, or, as the Centers for Disease Control (CDC) likes to put it, the equivalent of "three jumbo jets crashing each day." (This is an amazing comparison when you consider that smoking is no longer allowed on commercial airliners. Why are all these planes crashing, I ask myself, and why are they filled exclusively with smokers? But I digress.)

Those 420,000 dead smokers, on average, started smoking when they were 18, and kept puffing until they had each discarded on average 499,145 butts (according to the CDC) in ashtrays, coffee cups and partially eaten bowls of oatmeal across this great land of ours. The diseases that killed these people took decades to develop: cardiovascular problems, lung cancer, sundry other cancers, emphysema and a variety of other respiratory ailments. The typical smoker reaps some benefits—nicotine highs, for example—by starting at 18, but can miss out on the valuable geriatric of nicotine by killing himself off before they kick in.

Timing is everything, and by pure incompetence I had not made this mistake. I had failed at smoking in high school (I couldn't inhale, honest). I was also a bit of a coward, scared of putting dried vegetable matter in my mouth, setting it on fire and then sucking on it. Had nicotine been available in convenient suppository form, I would have been outside the sock hop with the rest of the kids with my pants down around my ankles.

But smoking at 51—now that makes sense. The major smoking-related illnesses take decades of puffing to develop. Will I be able to deal with contracting lung cancer at the age of 91? I should live so long. And the nicotine benefits for the over-50 crowd are considerable. These benefits have been touted for years by smokers' rights groups, but only recently have nicotine researchers come out of the closet as the evidence has become harder and harder to ignore. The following data come from scientists at Case Western Reserve University, Columbia University College of Physicians and Surgeons, Dartmouth Medical School, the University of Vermont College of Medicine, and even the National Institute of Neurological Disorders and Stroke, among other sources.

Weight Loss. The National Institute of Health (NIH) has finally admitted that smokers weigh less than nonsmokers, and that people who give up smoking are likely to gain weight.

Alzheimer's disease. Nicotine appears to interfere with a major process of Alzheimer's, and can also enhance learning, memory, cerebral blood flow and the performance of certain repetitive tasks. (Like writing magazine articles?)

Parkinson's disease. Smokers face half the risk of developing Parkinson's disease as those who have never smoked. Parkinson's is characterized by loss of dopamine in the brain, a neurotransmitter whose production nicotine stimulates.

Medical research. I discovered there is also a public service motivation to start smoking. The NIH estimates it will spend an incredible $12.7 billion in 1997 researching treatments and cures for all kinds of diseases. But that budget is adequately covered by our nation's smokers, who cough up more than $15 billion annually in excise taxes alone. As a non contributing nonsmoker, I've shown a blatant disregard for the health of my fellow Americans.

But there's yet another reason to light up. I despise nonsmokers. No let me rephrase that. I distrust nonsmokers. In college I lied on my admission form, saying I smoked so I wouldn't get stuck with a dweeb, and in 1963, nonsmoker usually equaled doofus. Whom would you rather room with: Humphrey Bogart or C. Everett Koop? The people I actually despise are reformed smokers, those Moseses of the tobacco world who have been transformed by a vision of a burning bush (Marlboro Lights?), and now heap guilt and scorn upon smokers/sinners. Nicotine Anonymous, in fact, describes nicotine addiction as a disease that affects the smoker physically, mentally and "spiritually." Whom do you consider more spiritual: chain-smoking Rama Krishna or anti smoking zealot Steve Martin? I figured it would annoy the hell out of reformed smokers if cigarettes turned out to be good for you.

I wanted to start smoking responsibly, so I embarked on a fact-finding mission. My first stop was the Tobacco Institute, the Washington, D.C., trade association that represents the manufacturers of tobacco products. I assumed the Institute would have tips for the aspirant nicotine addict. "We're not in the business of convincing anyone to start smoking," harrumphed spokesperson Tom Lauria. "Nor do we discourage smoking or try to defend it." Let's run that back: the tobacco

companies don't want new people to start using their product, and they don't mind if current users quit. So who's left to smoke cigarettes? In this euphemism-driven world, Lauria's statement qualifies as "disingenuous."

On to the National Cancer Institute. As it turned out, NCI provided more encouragement than the Tobacco Institute. I spoke to Donald Shopland, the man known around the agency as "Mr. Smoke." Shopland, coordinator for the Smoking and Tobacco Control Program, edited all of the Surgeon General's Reports from 1964 to 1987. I asked if it was safe for me to start smoking. Shopland said there was no data on the topic: "People who start in their fifties are a rare breed." But the short answer is ... yes. Shopland said that smoking-related cancers, emphysema, and other smoking-related respiratory problems can take decades to develop and recognize.

Shopland cautioned me, however, to avoid the short-term downside. Like what? "Fires," he replied. Several thousand people a year burn up in smoking-related fires. Other than that, he had no tips on starting my cigarette habit.

So I concocted my own plan. I would simply do the quit-smoking program in reverse: start out on Nicorette gum (2-milligram wads), move up to 4 milligrams, then the NicoDerm patch and finally ... cigarettes! Of course, like going on a diet or beginning an exercise program, it would be irresponsible to start smoking unless I did so under the care of a physician.

My doctor looked at me oddly, like I was one of those patients who comes in weekly to have his prostate checked. "Oh, I see what you're getting at," she finally said, as if she were humoring a psychotic until the orderlies arrived. "You figure you'll get the short-term benefits and outlive the consequences."

"Exactly."

"It won't work," she said.

"I'll get emphysema anyway?"

"No, you'll hate the gum. You'll hate the nicotine. You won't like the side effects."

"But will you help me? Or would you have some sort of ethical problem in helping a nonsmoker start smoking?"

"Of course I'd have a problem!"

"So you won't give me a prescription for nicotine gum?"

She sighed. "I don't have to. You can buy it over the counter."

The doctor was right. Nicorette gum was approved for over-the-counter sale in February 1996; the NicoDerm CQ patch the following August. Not being a smoker, I hadn't noticed.

Which takes us back to the CVS drugstore, where I purchased my first nicotine in plain view of the leather-elbowed professors, multiple-hyphenated-surnamed mothers and other politically correct denizens of Amherst, Massachusetts.

"Can anybody buy this stuff?" I asked the druggist, pushing the Nicorette gum and NicoDerm CQ patches across the counter.

"Sure. Just have to be 18."

"What if I'm going to use it to start smoking?"

"That's not what it's meant for. It's for cessation of smoking."

"So you're not going to sell it to me?"

He thought for a second. "Well, people come in here all the time who don't have headaches, and they buy aspirin. I guess I have to sell it to you."

At home I opened my Nicorette starter kit. A hundred and eight pieces of gum: nine rectangular perforated foil sheets each encasing 12 2-milligram wads. Each piece of gum contains a dose of nicotine—SmithKline calls it "medicine"—equal to that in 20 Merit Ultima cigarettes. The box warned me not to exceed 24 pieces a day—the equivalent of 480 Merit Ultima cigarettes. (These guys sure know how to rain on your parade.) The kit came with written instructions, i.e., "Chew each Nicorette piece very slowly several times." Or you can listen to the same advice on an enclosed audiocassette (for those who can't read and chew gum at the same time).

I have 154 pieces of the gum, 14 patches, 99 cigarettes and 2 cigars—all free for the asking.

But wait! The Surgeon General says that nicotine is as addictive as heroin and cocaine. Can I chew myself into an addiction? Ivy Kupec, a spokesperson for the Food and Drug Administration (FDA), which allowed SmithKline to flood the market with Nicorette and NicoDerm, defended the agency's action. "It's not that the FDA said, 'Oooooh, this is a good thing to have over the counter.'" However, no tests were conducted on nonsmokers before the gums and patches went over the counter.

I asked Ms. Kupec if the FDA planned on approving over-the-counter chewable heroin, or perhaps cocaine in a flavor straw. "We never intended the gum for those who wanted to begin an addiction," she huffed. Isn't that what Pablo Escobar said about cocaine? "We're not Big Brother!" she yelled.

The first researcher ever to test nicotine gum on Americans (in 1976) was Nina Schneider, Ph.D., now with the UCLA School of Medicine and chief of the Nicotine Research Unit at the West Los Angeles Veterans Affairs Medical Center. Is the gum addictive? "Say you were to chew ten to fifteen four-milligram pieces per day, for weight control," Dr. Schneider said, "You might suffer withdrawal if you tried to quit after three months." After all, think of all the nicotine addicts hooked on chewing tobacco.

Dr. Schneider said, however, that the gum and patch are less addictive because they don't supply "the bolus to the brain" that cigarettes do. In other words, you don't get a "hit" as in smoking. "Smoking gets nicotine to your brain in seven to ten seconds. The gum takes 20 to 40 minutes, and produces a lower dose of nicotine." And don't get fooled by the advertised nicotine content of cigarettes. An experienced smoker, she says, can draw much more nicotine from a cigarette than is indicated on the package by holding his fingers over the airholes and drawing harder.

Still, has the FDA set the stage for a whole new generation of nonsmoking nicotine addicts? "If it turns out that nicotine gum controls weights," says Dr. Schneider, "boy, then we'll really have a problem."

Before I sat down to chew my supply of Demon Gum, I prepared for the endgame.

Next stop, Tobacco Road, a tobacconist in Hadley, Massachusetts, an area that grows the best cigar wrapper leaf in the world. I told the manager, George Powers, that I was taking up smoking, and asked what he would suggest. "I would suggest you reconsider," he said. Against his better judgment, Powers, a nonsmoker, eventually recommended American Spirit cigarettes, "one-hundred percent chemical additive-free natural tobaccos." He warned me that conventional cigarettes sometimes contained fiberglass, but offered no proof of this. I bought two packs of American Spirit and single packs of Trues and Newport Lights. Powers also talked me into a couple of Dominican Republic cigars, with local (Connecticut River Valley) wrappers.

The big day finally came. I set out my nicotinabilia in logical order: in front, the starter kit of 2-mg Nicorettes and a refill 48-pack of 4-mg gum wads; next the box of NicoDerm patches; the five packs of cigarettes behind that; the two cigars at the end. I opened the American Spirit and tossed one cigarette down the toilet, so that I would have only 99 cigarettes in total. I did this for technical reasons, in case I decided to turn back and retain my amateur status. The CDC does not consider you a smoker until you've gone through 100 cigarettes. The first 99 are free. (Wouldn't it be great if sex were judged similarly? A woman could have 87 one-night stands and still be a virgin.)

The experiment was short-lived. It lasted all of two pieces of Nicorette. Even chewing the first chunk slowly, as directed, the nicotine hit me hard, not to mention the fact that the gum has a disgusting peppery taste. I felt woozy, dizzy and, later on, nauseated. I couldn't finish the first piece. Later that evening I tried a second, thinking that I could sleep through the side effects, but they hit me too fast. I parked the gum on my bedside table, not between my cheek and gums as directed.

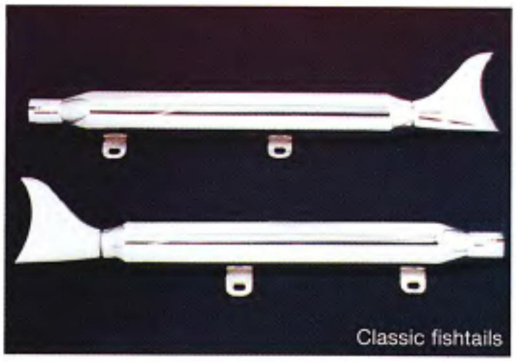
Both my doctor and Nina Schneider warned me this would happen, that I wouldn't have the tolerance. If anyone's interested, I have 154 pieces of the gum, 14 patches, 99 cigarettes and 2 cigars—all free for the asking.

The following morning another tragedy occurred. I saw my two kittens poking at a slimy gray object with their paws. The gum was getting caught in their fur. Oh my God, I thought. Two more victims of passive chewing.

—*Dick Teresi*

Thunder

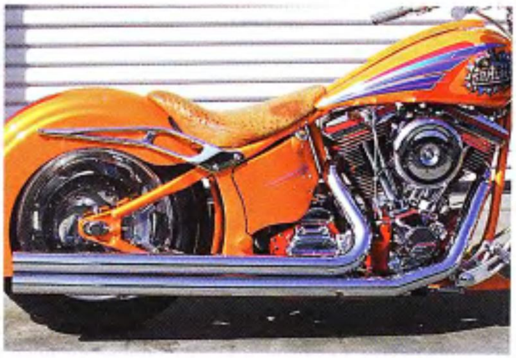
Many of you reading this own a Softail. That's no surprise since Harley's FXST and FLST line has been the most popular for the Motor Company since their inception back in the '80s. One of the things that just about everybody does when customizing their Softail is change the pipes; in fact, changing the look and sound of your Softail may have been one of the first things you did once you got it home.



Classic fishtails

Few bolt-on items can make the immediate difference in the looks and performance of your bike that a set of pipes will. For this reason we decided to show you how different your Softail can look with just a new set of chrome car alarm barkers. We went to the man who has been making cool-lookin' exhaust systems for Harleys since way back in the early days of custom choppers, a man whose name is synonymous with great-lookin' pipes: Kenny Price of Samson Exhaust.

Samson makes more custom exhaust systems for Softails than any company we know and their Big Guns pipes look and sound awesome. We caught up with Kenny during Daytona Bike Week where he was showing off the latest pipes at our Easyriders Pavilion. We asked Kenny how people choose the right set of pipes for



Alley

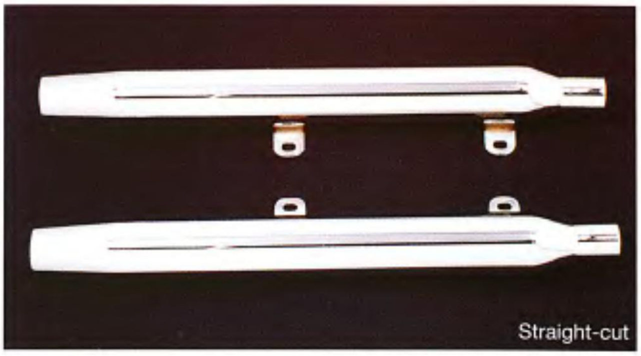
CHANGING THE LOOK AND SOUND OF YOUR SOFTAIL

their Softail. "All the exhaust systems we make are tuned to work well with your Softail," Kenny told us. "But the bottom line is looks. All the pipes you see here work great and look great; it's really up to the individual to decide how they want their bike to look." Kenny will also tell you that the Big Guns pipes may look better on your scoot than they work. If you're into super high-performance, you might want to give up badass looks for sheer horsepower.

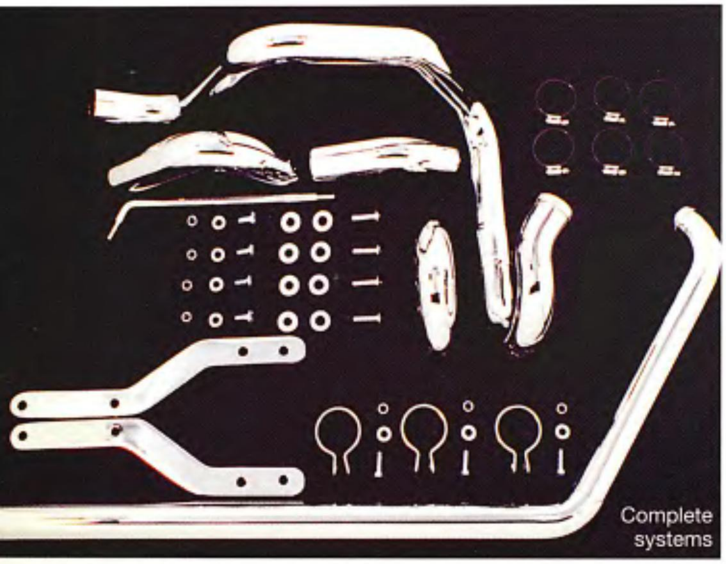
Baloney-cut

The exhaust systems pictured here offer modest horsepower gains over stock, high-quality workmanship and show-quality chrome. They also make your ride sound like the god of thunder is riding with you. Whether you dig the nostalgic look of split cross-over pipes on your Heritage or the chopper styling of a set of dual upsweeps on your Springer, Mr. Price has the designs for your Softail. Take a look at the various pipes seen here. It's amazing how different your sled can look with various bolt-on pipes. From the long shotgun style of Daytona pipes, to the short and throaty Sturgis model, from the upswept Outlaw pipes, to the long Upper Cut or short Short Cut version, or sexy new Rip Saw pipes, Samson is your one- stop shop.

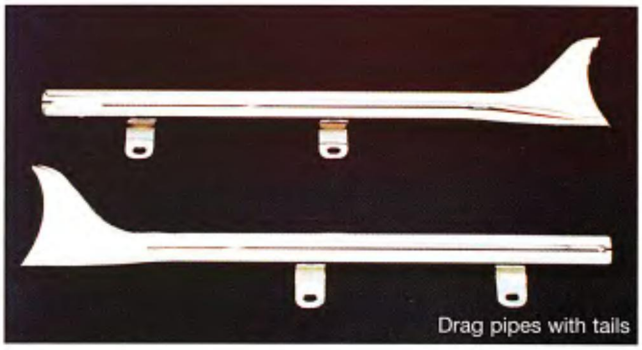
Mighty boom sticks



Straight-cut



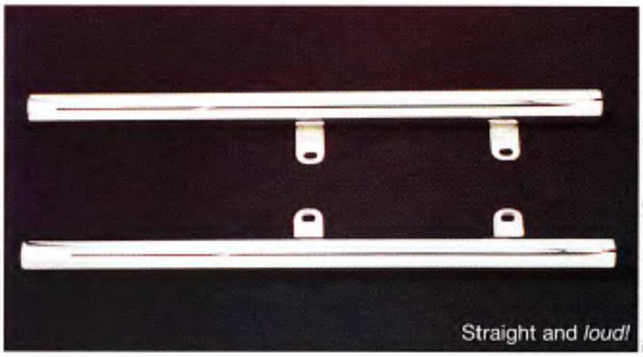
Complete systems



Drag pipes with tails

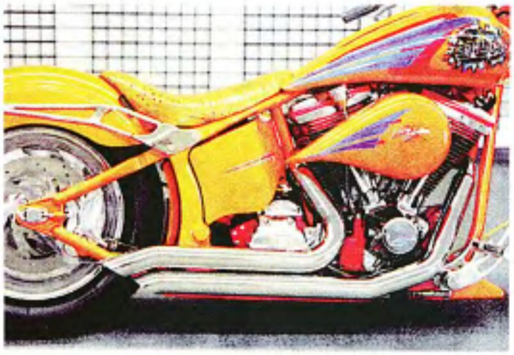
If you're in the mood for a quick face-lift and the booming sound that shatters windows and wakes the dead (and who isn't) give the folks at Samson a call at (800) 373-4217 or visit them online at www.samsonusa.com.

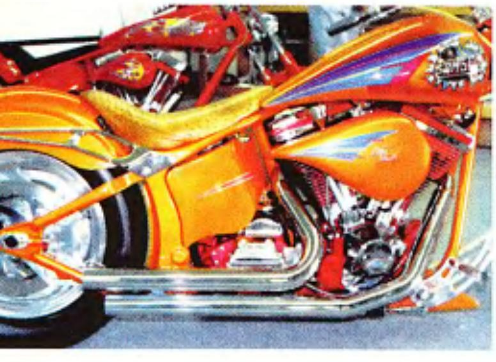
—Phantom

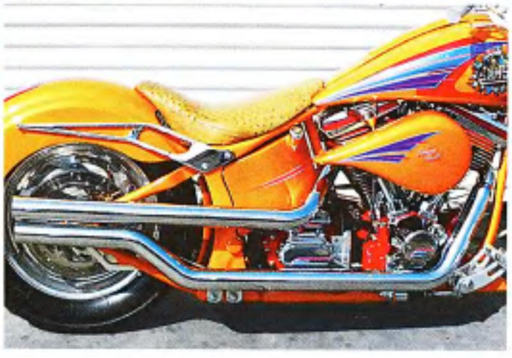


Straight and *loud!*

Photos: courtesy of Samson Exhaust







Something big is coming. Again.

NYC

ROCK 'N' ROAR FOR A CURE ... BIKERS AGAINST BREAST CANCER

June in the Northeast means summertime, and that means riding season has arrived and is in full swing! With New York City a buzz of activities to get outside and enjoy, June 5 and 6 was the perfect time for New York Harley-Davidson to sponsor a two-day event benefiting the American Cancer Society's fight against breast cancer. A Celebrity & VIP cocktail party and celebrity auction onboard the Leisure Yacht Diplomat kicked off the weekend. Legendary rocker Meat Loaf put a cap on the evening with a kick-ass outdoor concert at Manhattan's Chelsea Piers. All of this revelry was just a precursor to the main event on Sunday when the NYC chapter of H.O.G. hosted the 6th annual Bikers Against Breast Cancer Run. Some 1,500 riders rode the 50-mile route through three boroughs.

With daytime highs in the mid-90s, the sun setting over Chelsea Piers cooled things off nicely, making for a beautiful, warm summer night of partying. Celebrities from stage and screen plus corporate execs started arriving, making their way onto the Diplomat to enjoy the fine food and drink provided by one of New York's finest restaurants, La Cote Basque. Before crossing the gangplank, signing the 1999 Harley-Davidson Fat Boy that was to be auctioned off was a requirement. Everything from Wayne Gretsky autographed hockey pucks, to first editions by famous authors were auctioned off for the cause. The auction moved from the yacht to center stage where the gathering concert crowd also had a chance to bid on the remaining items. Amazon.com continued the benevolence, hosting an online auction of an additional 25-30 items, plus the 1999 FLSTF Harley, signed by the entire New York Yankee baseball team, extending the fund raising for another two weeks.

Out under the nighttime sky along the Chelsea Piers, celebrities, bikers, H.O.G. members and Meat Loaf's NYC fans were on Out under the nighttime sky along the Chelsea Piers celebrities, bikers, H.O.G. members and the NYC fans of "Meat Loaf" were on hand for his dynamic concert. Both actor and singer, he per-

BIKERS
AGAINST
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CANCER
TO BENEFIT THE AMERICAN CANCER SOCIETY
AMERICAN
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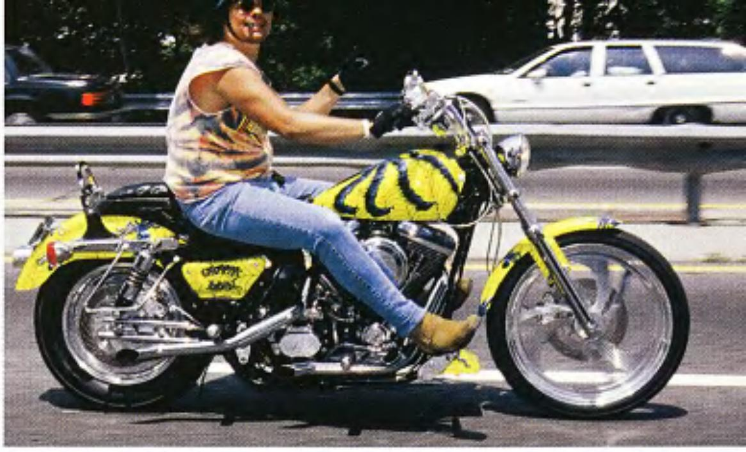
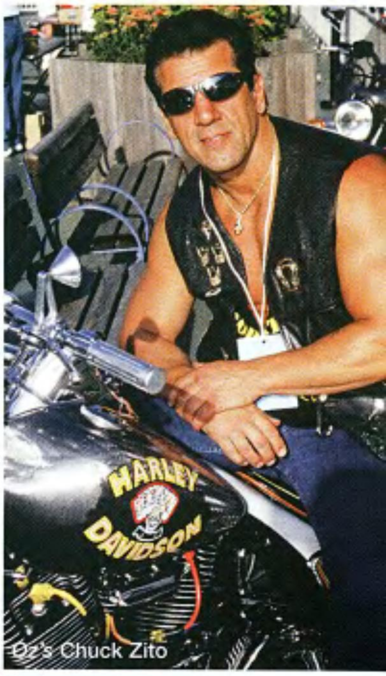


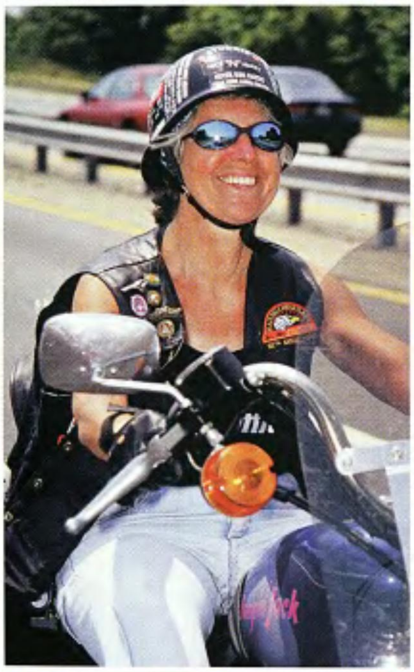
The Lotto jackpot is now
Million
Hey, you never know.

Meat Loaf with his wife, Leslie, and her mom, Virginia

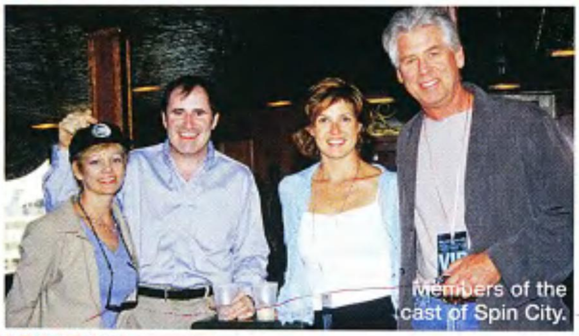
Representatives from event co-sponsor Delta Airlines



Oz's Chuck Zito



NYC H-D Sales Manager Robert Tagliani in good company



Members of the cast of Spin City.

NYPD Blue's Bill Brochtrup

Run volunteers from NYC H.O.G. and NYC H-D

Meat Loaf belts one out.

Photos: Pam Proctor

formed with the fire that drives his creative passions. Among the songs he sang was his Grammy-winning hit "I'd Do Anything for Love (But I Won't do That)" along with many favorites from his first album, *Bat Out Of Hell*. Meat (as he's know to his friends) had a special reason to perform at this charity event: he had lost his mother to breast cancer and, as he told the crowd, "This benefit is near and dear to me."

Chelsea Piers rocked that evening, setting the stage for the main event: the 6th Annual Bikers Against Breast Cancer Run. The morning was hot and steamy only to increase in temps as the day went on. None of that stopped the large groups of riders converging on the new digs of New York City Harley-Davidson. This was the first run held at the new, flagship 18,000-square-foot dealership along Northern Boulevard in Long Island City, which opened in January 1999. With Store Manager Anna Dellaquilla, Sales Manager Robert Taliani, and the staff of the dealership behind the scenes, together with Ron Cox, director of NYC H.O.G., coordinating his group, everything was in place for a great ride through the highways and byways of New York City. The run was to take off at noon and by 10:30 a.m. riders were arriving from every direction.

Radio personality Maria Milito of Q104 FM, the official radio station for the BABC Run, entertained the group as they registered. After registration and the turning in of pledge monies, there were T-shirts and ride pins available to add to your collection. Speaking of pledge money, Paul Greaney, riding with the Wild Onions MC, offered up the most collected by one H.O.G. member: $12,400! Raisin pie to you, Paul.

Clubs from all over the Tri-State area were represented, along with many members of different H.O.G. Chapters. Not only did Brooklyn H.O.G. members participate, many of them volunteered to help with the endless tasks of putting on an event of this magnitude.

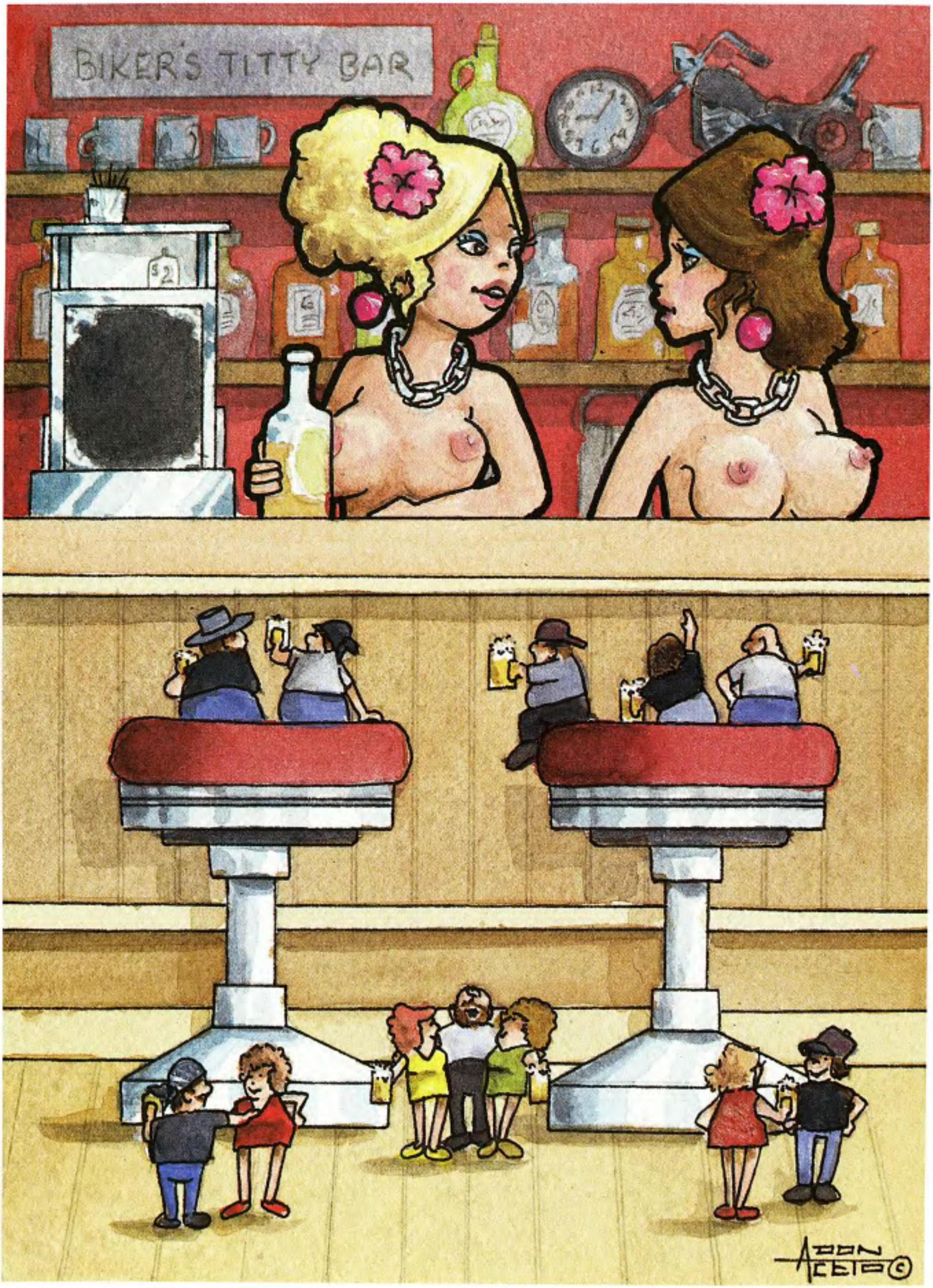
As the noon hour approached the streets surrounding the dealership were full of bikes waiting to take off. NYPD Harley-Davidson Police Specials were lined up, ready to escort the group through the 50-mile route. Lt. Carl Galdolfo commanded the 17-man motorcycle escort, which effectively cleared the roads for the 1,500 motorcyclists.

As expected, the ride went off like clockwork. As the riders passed the parks and beaches, picnickers came out to the edge of the road to offer a wave and thumbs-up. The 50-mile ride ended at Cunningham Park in Brooklyn where more volunteers were ready and waiting with lunch for the hungry group. Under the shade of the huge oak trees, riders kicked back and enjoyed the food, fun, and some live entertainment.

Vendors were set up in the parking lot with their biker wares, plus an unlimited supply of ice cold beverages, provided by SOBE, were available to refresh and revive. Although this group is dedicated to raising money for breast cancer research and support, after a little respite, most of folks jumped on their scoots and

continued to enjoy the rest of the afternoon in the wind.

As 1999 marked the sixth year of the Bikers Against Breast Cancer Run, the NYC H.O.G. Chapter should be proud of their progress. As there are many charities in need of support, this H.O.G. Chapter has a special priority toward breast cancer, as a former director of this Chapter lost his wife, sister-in-law, and two nieces to this disease. They decided to support the American Cancer Society's Eastern Division where the money raised will be used for research into the disease as well as programs and services for breast cancer survivors. Six years ago, the first run involved 176 riders raising $11,000. This year the run netted more than $66,000 and was attended by almost 1,500 riders. The pre-run activities of the celebrity auction and concert raised an additional $30,000. All told, the NYC H.O.G. Chapter has raised about $300,000 for the American Cancer Society. For more information call the NYC H.O.G.Chapter hotline at (718) 229-0932 or NYC Harley-Davidson at (718) 707-9300, www.nycharleydavidson.com. —*Pam Proctor*



". . . an unusually small crowd tonight."

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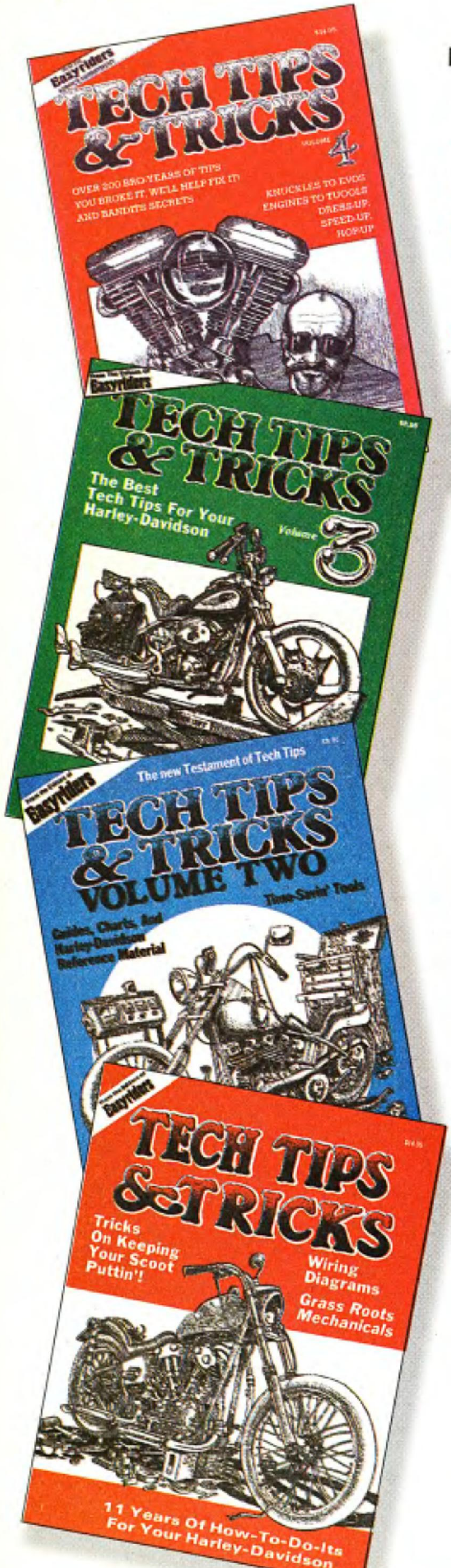

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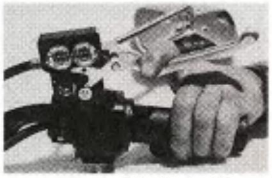

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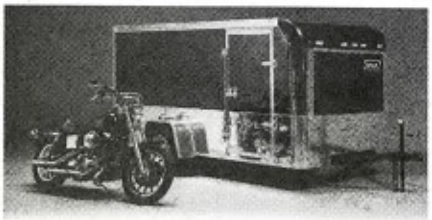

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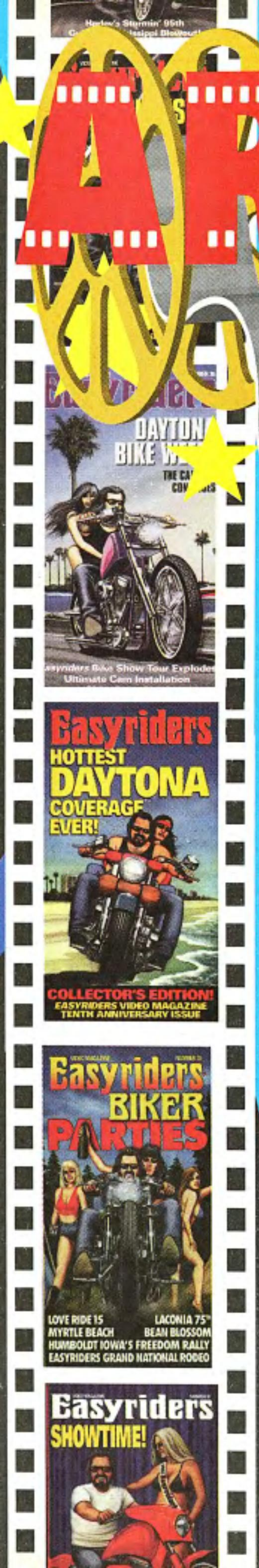

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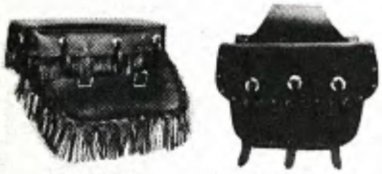

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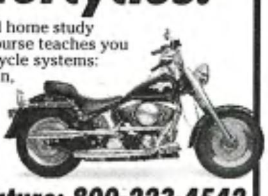

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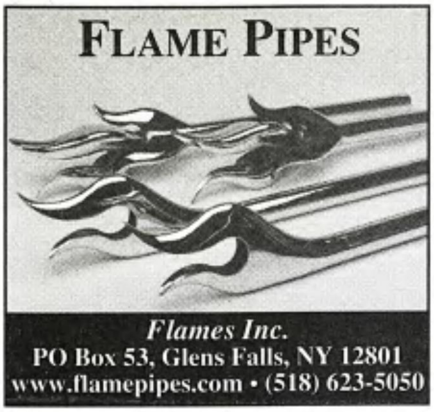

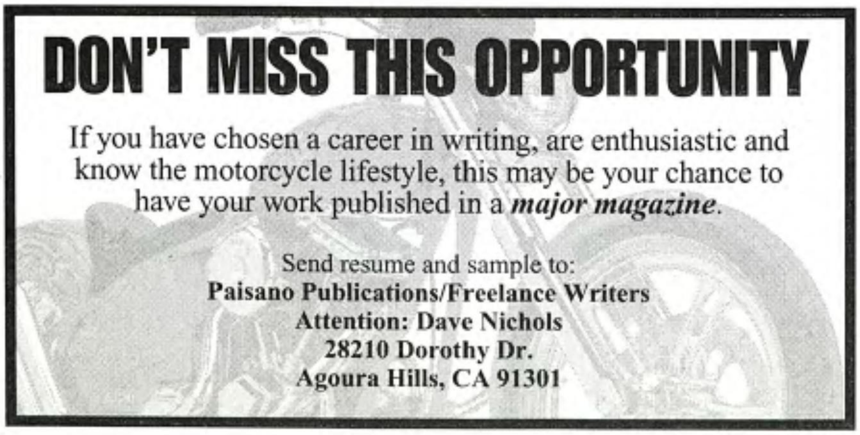

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Here's a little-known trick used by some of the pros. If you have a bearing that you suspect of being bad, this technique will verify it instantly. This can also be used to test bearings before you install or reinstall them to prevent future failure. Donnie of D&G Custom Cycles in San Bernardino, California, showed us this little trick that he uses regularly to prevent countless problems before they start.

First, take the bearing and install it in a vice horizontally with the vice edges grabbing the outer edge of the bearing. Slowly and carefully, tighten the vice to apply slight pressure to the bearing. Then slowly rotate the inner bearing with you fingers. If you feel any uneven rotation or roughness, the bearing is bad, or is about to go bad—replace it! It's as simple as that!

What happens when you apply pressure to the bearing in a vice is that it causes side loads and will distort the concentricity (roundness) of the bearing. Any inconsistencies or irregularities in the bearing will become very pronounced and feel rough or have a clicking feel to it. This can often prevent a future breakdown by catching it before it's too late. Cool, huh?

—One Eye

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Place the suspect bearing into a vice and apply a small amount of pressure. Slowly rotate the inner bearing with your fingers. If you feel any irregularities or inconsistencies, replace the bearing—it's no good!

TechTips

Midnight Flyer
Bartels' Puts Get-Away Power In a Sportster

Brenda Fox is an accomplished rider and professional stunt woman who recently went to work for Bartels' Harley-Davidson in Marina Del Rey, California. After surviving several harrowing experiences on the dank streets of L.A., she conferred with Ron and Scott Bartels, two hard-working members of the Bartels family. Brenda's Sportster needed help, punch, pick-up, and the steel guts to evade street pimps and kidnappers. Bartels came to the rescue. They began the process with Buell cylinders and high-compression pistons, a Bartels' Performance intake manifold, and Screamin' Eagle backing plate for the standard CV carburetor. Stock 883 cams were replaced with Bartels' BP140 performance cams. A Screamin' Eagle ignition improved the advance curve.

The 883 heads were shaved for more compression, the ports were opened for improved flow, and the valves were replaced with 1200 Sportster units, bringing the compression ratio up to 10:1.

This is an excellent street hop-up giving Brenda more power when she needs it, and without making a heavy dent in her pocketbook. This simple upgrade can add as much as 20 horses to the bike without tampering with reliability and streetability. For a complete horsepower make-over package, Bartels' suggests a high flow intake manifold and a set of their 2-into-1 tuned exhaust (Brenda stuck to her stock system with performance mufflers).

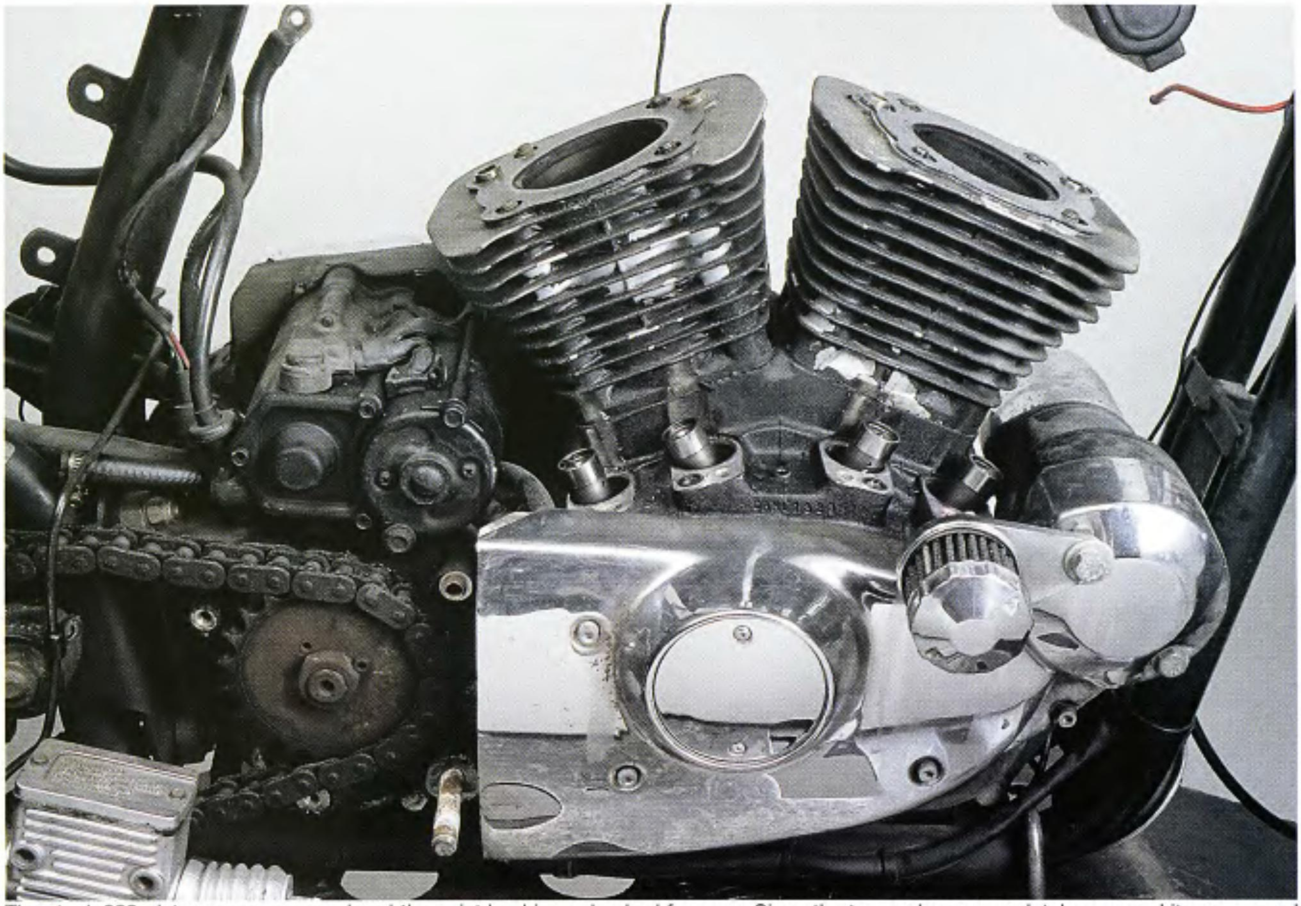
The Bartels family has been and continues to be immersed in rubber-burning competition, so they have an ear for performance, an itch to go fast, and the facilities to test your scoot's performance until the windows in the dealership rattle.

Now Brenda could blast around town with the best, but she also needed to stop her road rocket. Bartels recommends Performance Machine four-piston brakes with H-D or P.M. floating rotors, unless you have a 2000 model, which comes stock with four-piston binders.

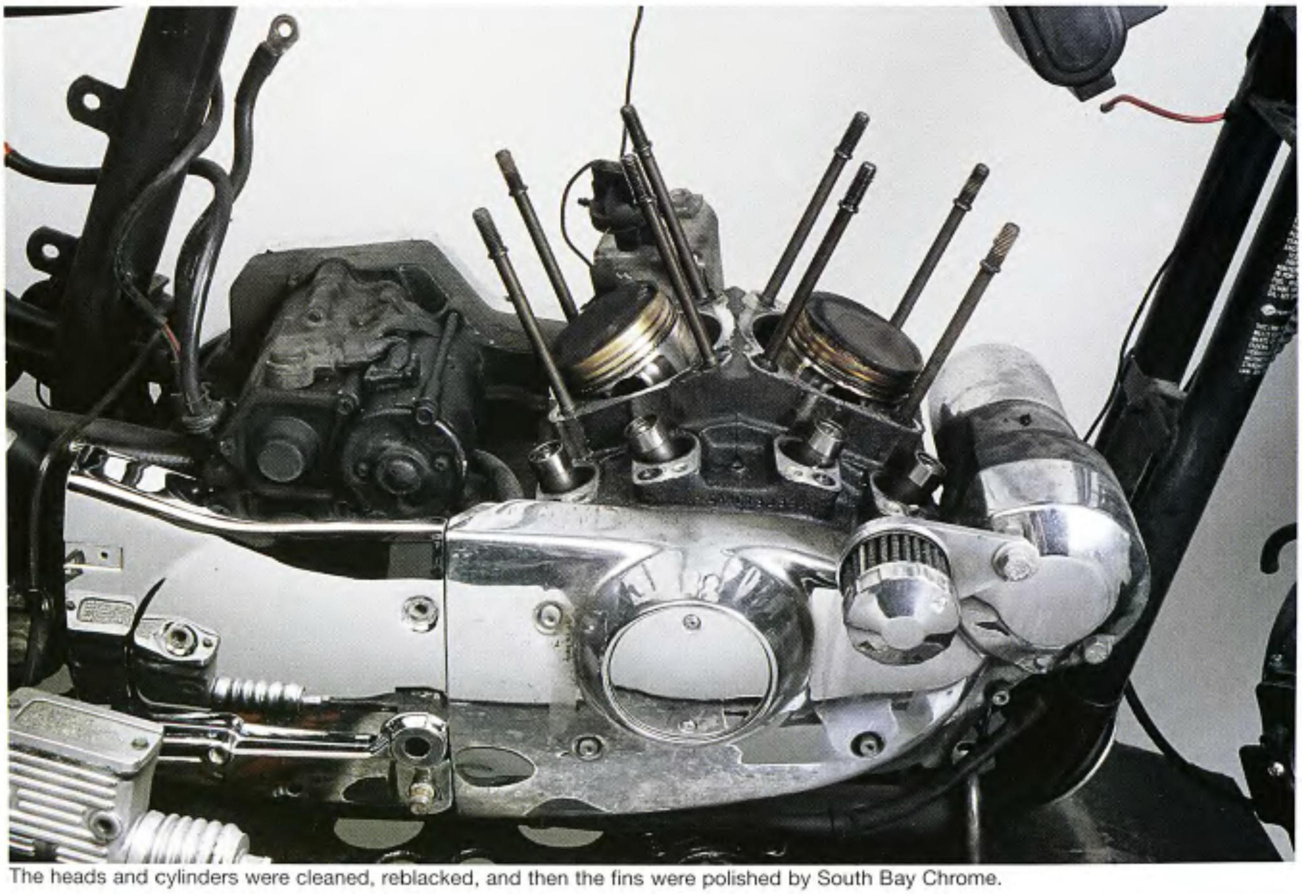
Our two-wheeled heroine now stands an inch taller and pushes those exuberant looks of hers out a tad more, because she knows how to make that machine scramble traffic like a pro.

—Ladd Terry

Top to bottom: Bartels' 1200 pistons and rings • Buell 1200 cylinders • stock 883 heads—shaved, ported, and installed with 1200 valves for improved flow • Bartels' high-flow BP intake manifold • Bartels' Performance BP 140 cams were pressed into stock gears



The stock 883 pistons were removed and the wrist bushings checked for wear. Since the top end was completely removed it was a good time to check the lower end rod play.



The heads and cylinders were cleaned, reblacked, and then the fins were polished by South Bay Chrome.

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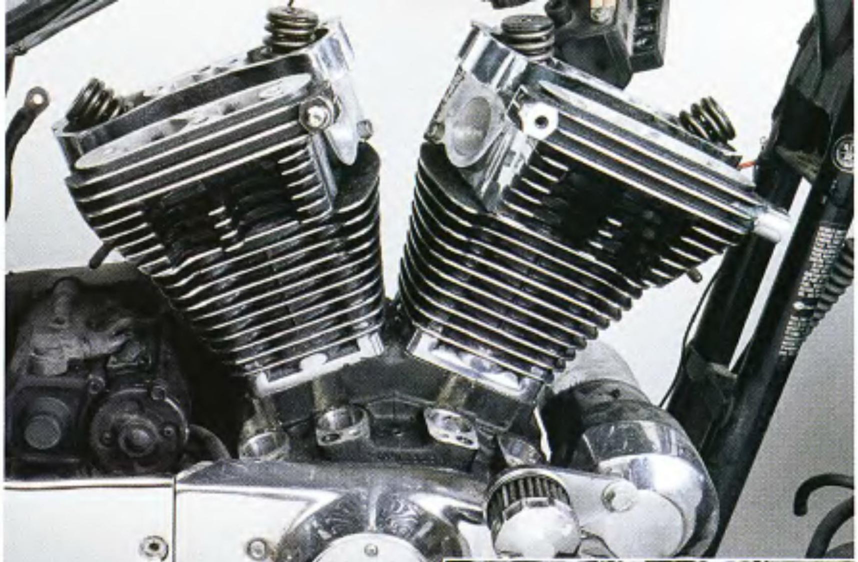
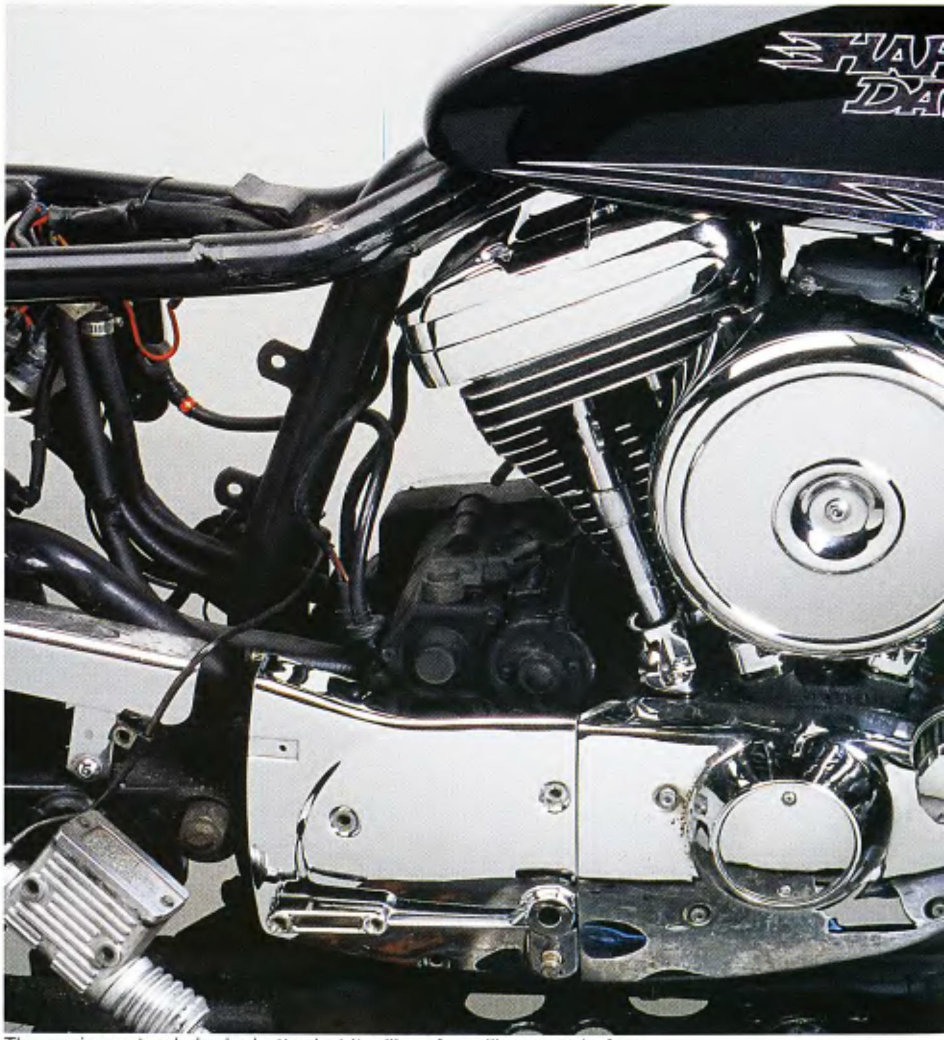


Above: The heads were torqued to factory specs after all the gaskets were replaced. *Right:* Lifter blocks were chromed at South Bay Chrome, cleaned, and replaced.



The engine not only looks better but it will perform like never before.

Lifters were replaced with Bartels' Performance units and the stock carb was installed with a Dynojet main (checked) then replaced.

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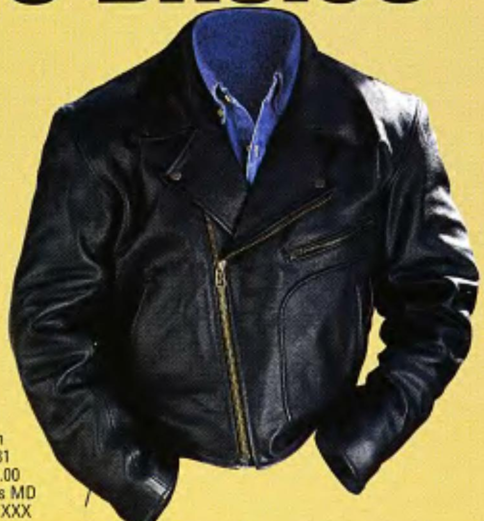

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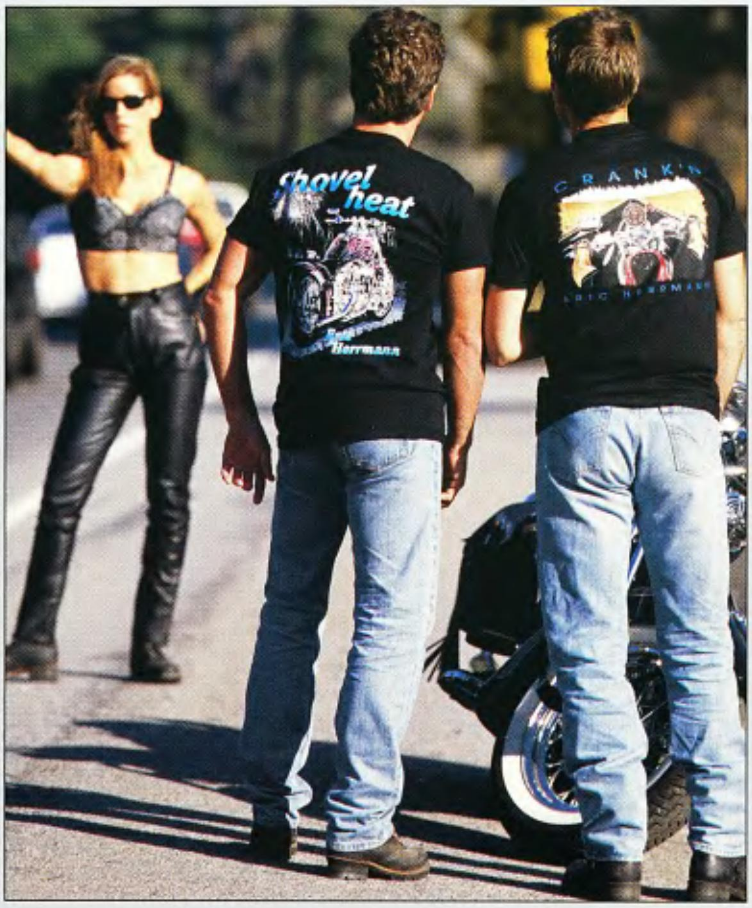

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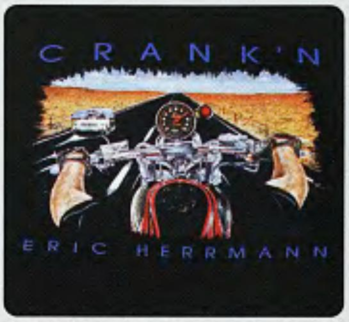

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TechTips

New Product Review
Single-Sided Brake Setup

Damon's Motorcycle Creations has been painting and building custom motorcycles for decades and last year was awarded the coveted "Bike Builder of the Year" award by *VQ* magazine during Bike Week in Daytona Beach, Florida.

Well, good things have just gotten better. Damon's has expanded its service and product line to add a subsidiary division called "Damon's Department of Power on the Street." This addition to Damon's already proven and successful business promises to produce an entire line of trick and custom parts and accessories that can be bought and installed as bolt-on kits. Damon's has always been a leader in technological advancements in customizing bikes with one-off applications and is now offering the same type of custom components to the aftermarket industry, marketed under this new name.

Among the newest products is a rear wheel brake setup that relocates the rotor and caliper from the right side of

Damon's rear brake setup relocates the brake rotor and caliper to the left side of the wheel behind the drive pulley.

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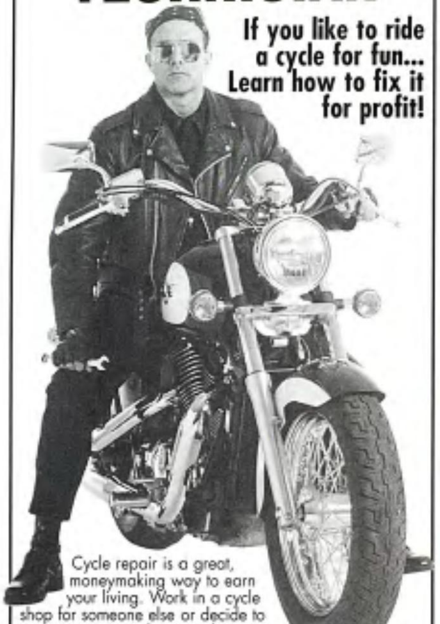

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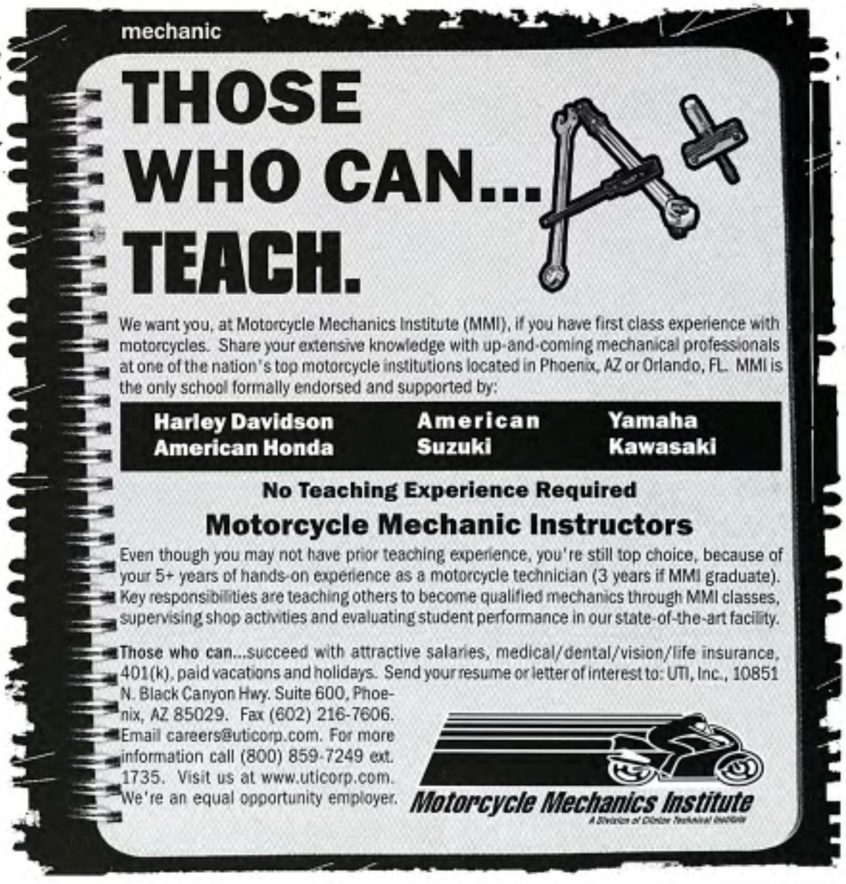
the wheel and puts in on the left side behind the drive pulley. On big twins, the drive pulley is normally on the left side, while the brake caliper and rotor is on the right side. If you forked out a lot of cash for a nice set of billet or spoked wheels, they are hidden from view by either the pulley or rotor. Damon's single side brake setup really cleans up the right side of the rear wheel to proudly show off your custom rolling stock.

As part of their standard kit, a small hubcap is furnished that press fits over the rotor pad surface on the right side of

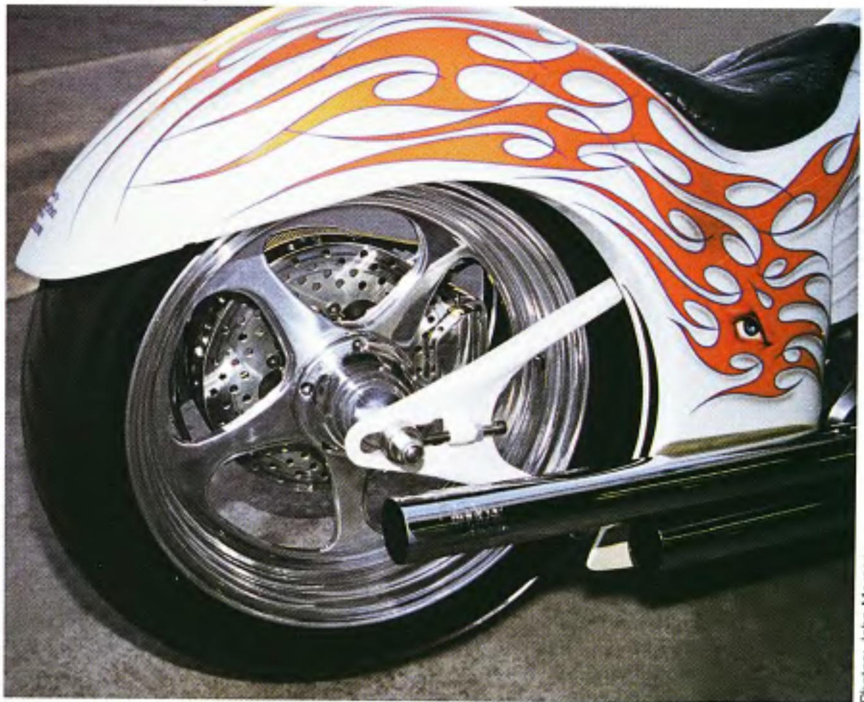


the wheel to help dress up the area where the rotor was bolted on. If you want, Damon's can also custom machine the wheel hub to your specifications, to provide a much cleaner appearance. Depending on your application, the brake caliper mount can be stand-alone or can incorporate a license plate mount with an LED taillight. Damon's also offers the curved license plate mount and LED taillight (pictured here) as a separate unit. Damon's manufactures its own caliper to be used with its brakes systems, but if you already have Performance Machine calipers, there is a bracket that will adapt to that assembly.

All parts are made in the USA using only the highest quality materials. For more information and details contact Damon's Motorcycle Creations, 547 Apollo, Unit C, Brea, CA 92821; (714) 990-1166.

—One Eye

This particular bike uses Damon's brake mount that incorporates a billet license plate mount and LED taillight.



Photos: John Morgan

With the brake, rotor, and caliper moved to the left side of the wheel, the appearance of the right side is dramatically improved. Damon's also modified this wheel hub to accept its cone-shaped center, for more of a custom look.

JOE SEIDITA

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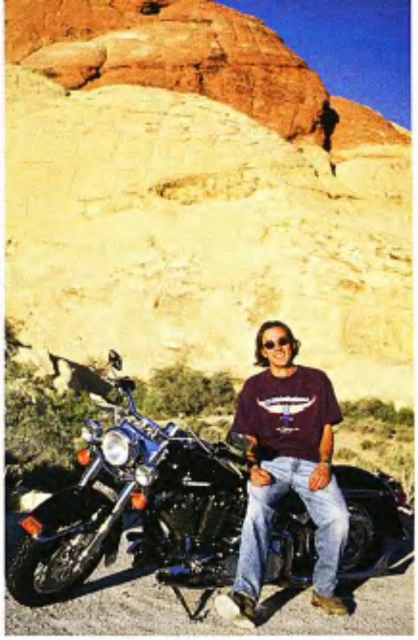
ReadersRides



Roger Stade
Las Vegas, Nevada
1994 Heritage Softail

Photos: Rob Gracie

If you like this bike, better look at it closely. You're likely not going to see it au naturel very often. That is because Roger Stade sold it about a year ago to one of his best friends. "And this guy only rides it about once a year, to Laughlin," Roger says.

In fact, Roger really wasn't too concerned with having this Softail in our rag. "I've got another bike, and, man, I really wish you guys could put that in your magazine!" he said.

That's nice, Roger, but right now we're talking about this Heritage. How did you …

"Yeah, but my new one really kicks ass. You just gotta take a look at it. I mean, what does a guy have to do to get his bike into your magazine?" But you're getting you bike into the magazine, Roger, and …

"That's not my bike anymore, and besides, I sent you those photos four years ago!"

Well, OK, Roger, four years … uh, that's not so long. Why, just the other issue, we featured one that came all the way from the '70s! Sometimes, it just takes a little while before …

"I can send you some more photos!"

That's nice, Roger, but what about this bike?

"This bike? Is that the black one?"

Yeah.

"Oh. Well, I built it and Bryan Levini painted it."

And?

"Westside Speed and Chrome balanced the motor and beefed it up to ninety-eight inches. And since the guy who owns it now hardly ever rides it, I'm sure it looks just the same now as it did in those photos."

Thanks, Roger, you're a wealth of information.

"But you really gotta take another look at my new bike!"

OK, Roger, I promise we'll take the photos of your new bike back out of the dumpster and scrutinize them more closely. Hey, calm down, Roger. I'm only kidding. No, you don't need to call us back. We'll call you …

—Tripper

ReadersRides

Roger Garove
Washington, Pennsylvania
1958 Panhead

Since I have a very soft spot (although some claim that it's my head) for Panheads, I'll try to keep my usual "insightfulness" to a limit in this little read. Now, you see, Roger bought this gem sight unseen, off a CB radio transmission, because Roger is, by trade, a truck driver. A fellow truck driver needed some cash and put the offer out there on the radio waves. Roger caught the wave and put down five grand for what he simply calls "a rat." Pretty darn courageous, don't you think?

Although the Pan looks sweet in these pics, she wasn't a bargain by any means. "The bike didn't even run; it was in pretty bad shape," Roger claims. So, for two and a half years, Roger searched for original parts, and his tentacles reached from coast to coast. "Jim Hanson out in California and Pat in New York sent me a lot of old parts," he says. "They didn't even charge me for the shipping, so I could make sure that they were the right parts. And there's a local old-timer named Kleet who helped me out tremendously."

The Pan apparently had never left Erie, Pa., since the day she was first bought, and now that Roger owns her, she's made it all the way south across the state. But that's not an indication of how Roger treats his ride. "She's a daily rider," he says, although her future seems somewhat uncertain at this point. "Because I'm going through a divorce right now, I've got to sell her," Roger adds. Chances are that he might still have her by the time this article comes out, but don't count on it. There are lots of folks with CB radios on the East Coast, but if you wanna take a chance at it, call Roger at (724) 344-5029. However, this time she might cost you a bit more than five grand.

—Tripper

Photos: owner

John Gallacher
Burnaby, British Columbia
1992 Softail Custom

Oh, those wacky Canadians! I suppose when you live in a country where the winters are long and dark, you yearn for wild colors, and the springier and sunnier, the better. This concept seems to be the driving factor for the Easter-egg looking machinery on this page. Or maybe it's just a reflection of some really good tequila the folks who designed this bike shared when they drew up the plans.

"The design and building of the bike was done here in Vancouver," says John Gallacher, who is not only the owner but also the builder of this sled. "You will notice a few highlights, like the engine barrels and the heads, which were painted to match the color scheme of the rest of the bike."

Yes, John, I vill notice and I vill like it!

"The custom aluminum dash is chromed and painted, and the speedo face is also painted to match the graphics that are carried throughout the bike," John continues. The bike has won several awards in custom shows, for best paint, attention to detail, and so on. One year (I won't tell you which), it even won Best of Show at Sturgis, and at a Rats Hole Show it came in 14th of 44 in the Over 1000cc Class.

"I paid a lot of attention to detail when I designed and built the bike," John assures us. "It shows very well and gets a lot of attention wherever I ride." Particularly, when John rides through Vancouver dressed up as the Easter Bunny, I imagine.

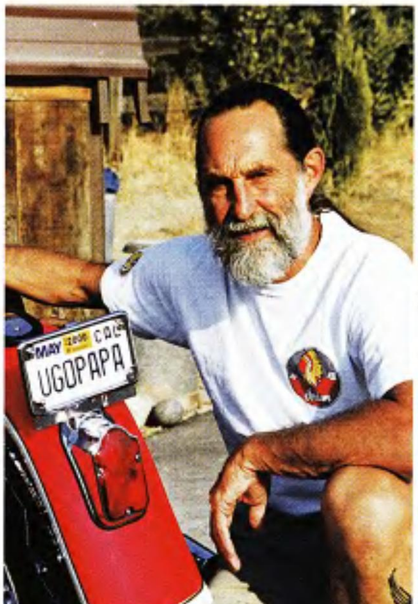
Kudos should definitely go to Michael Kukura for spreading the yellow, purple, magenta, blue, and myriad of other shades on this bike so effectively. Michael also did the graphics, by the way, while much of the fabrication was done at Luc's Custom Machine.

As to who supplied the tequila, my guess is his first name is Jose and he drives a Cadillac.

—*Tripper*

Photos: owner

Don Brock
Oakdale, California
1999 Road King



Photos: owner

Don has unique way of getting exactly what he wants, and any dirty trick seems to do for him to get ahead in this world. Seems that on February 9, 1998, Don's loving wife gave him a brand-new Heritage Springer for his 60th birthday. The following April, he took her to Laughlin with him where they enjoyed their weekend ... "until we got up at six a.m. on Sunday to ride home," Don says, "but my bike with only 700 miles was gone."

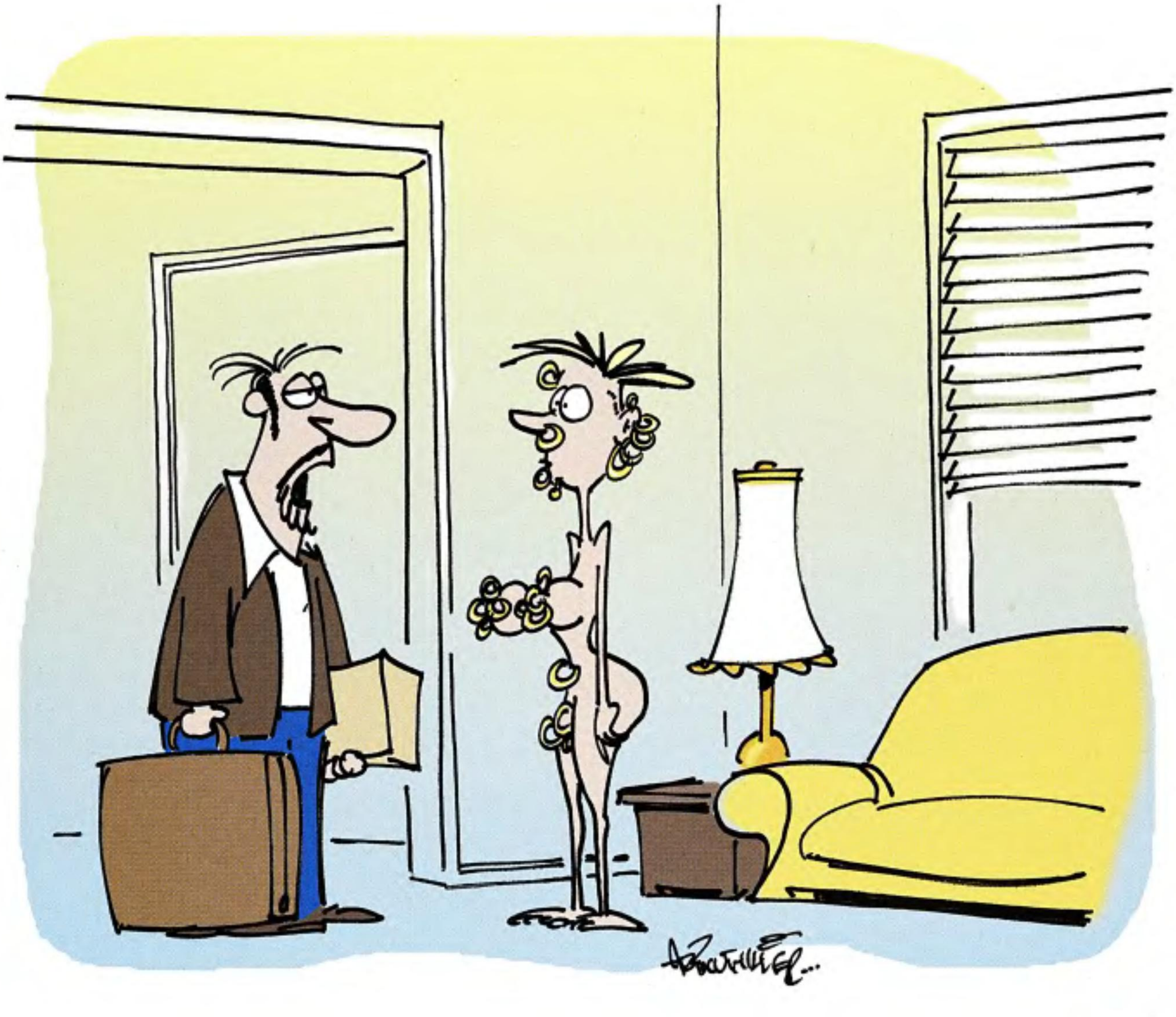
The reason this is so impressive is because Don admits to looking for another bike "immediately after we got home." But does he look for another Springer? Hell, no! He figures he needs to up it a degree and get a brand-new 1999 Road King, because "I wanted to have a bike with the new Twin Cam 88, but I didn't like the look of the cruisers!"

You see, he couldn't tell the ol' lady that her thoughtful, expensive birthday present wasn't good enough for hubby here. But not only that, he also wasn't too thrilled about riding the new Road King stock, so he took it to Mitchell's Harley-Davidson in Modesto, California, where they proceeded to ..., what did they do there?

"The only original things left on the bike were the frame, motor, transmission, wheels, tires, and headlight," says Don. Excuse me, Don, but that's about all there is on most bikes, well, at least on mine. But to make it short: some of the obviously superfluous items that were changed were "new brakes, shocks, tail pipes, the seat, handlebars, a modified rear fender, custom decals, and a modified gas gauge cover. Ernie Ramsey did the paint job, Wild Signs in Modesto the decal."

So, let's summarize. You get a Harley for your birthday, have it inexplicably stolen only two months later (with the wife there; great move!), then take the insurance money to get yourself what you really want: a tricked out Road King. Don, you are my guru!

—Tripper



"I'm leaving you, Ashley. Having sex with you is like screwing a toolbox."

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NOSTALGIA IS *BACK!*

PANZER'S DIGGER ST

I've said it before and I'll rub it in again, I *love* this job! I mean, there I was, sittin' around tryin' to look busy, when I get a phone call from Ken Crepea, CEO for Panzer Motorcycle Works. He was bitchin' about the fact that we'd photographed Panzer's latest model and then never got back with them to ride it and feature it here!

My first thought was: so what's the problem? But then it occurred to me, that meant gettin' outta the office and riding. So, Ken, when can I test ride this Panhead?

A week later I was on my way to Santa Cruz, California, to road test this Digger ST. Before you say anything ... yes, Panzer is headquartered in Canon City, Colorado. This bike was at Bob's Custom Cycles, in Santa Cruz, and needed some "test" miles put on her before it was put on the sales floor.

S&S
SUPER

So, it was off to Northern California and a shot at riding the Pacific Coast Highway, through Redwood forests, and hanging out at bars in a college town with college women! Did I tell you how much I love this job?

The one thing we didn't count on was the weather. Who ordered all the rain? No sooner did I pull into the hotel parking lot with the bike, when there was a downpour. Boy, that Digger ST sure looks good when it gets rained on. Oh, well, nothin' left to do but hit the taverns! Excuse me, dear, do you do much modeling?

At first light, there was nothing but blue sky overhead, so no time was wasted in hitting PCH. Well, I started in that direction anyway. Getting on the wrong on-ramp, I was heading North on Highway 17 towards Los Gatos.

Highway 17 provides you with the perfect testing ground. It's a four-lane highway with long curves that you can take at speed and just the right amount of straight-aways to not be monotonous. Once in Los Gatos, I found "scenic route" Highway 9, which was supposed to lead me back to Santa Cruz. Now, in most places the "scenic route" usually isn't much, but this time, I got major wood. Redwood, baby. Highway 9 is the exact opposite of 17. This one carves a path through the Redwood forest with enough hairpins and switch-backs to rival the Santa Monica Mountains. This is a ride into Santa Cruz you should not miss if given the opportunity.

I gotta tell you, this Digger really handled well. Panzer has taken their 90-inch Neo-Pan engine and put it into a single-shock frame, accompanied by the right combination of controls and accessories for a smooth running powerhouse of a ride. Panzer has brought back the Pan engine—with authority. According to Ken Crepea, "Nostalgia is back. We feel that the days of folks buying $35,000 motorcycles is about done. God bless the guys who are making those bikes if people are buying them; we think that's great. But our production style is a little different. Instead of building a bike and then assigning a price to it, we decided to set the selling price first and then find a way to make the bike *and* a profit."

Now, to many of us, that style of manufacturing would mean a lot of corner cutting and inferior quality components, right? Wrong. Panzer's philosophy of 'nostalgia of the past—technology of the present' is taken to heart in the production of these motorcycles. Take a gander at the tech sheet and you'll see that Panzer is using quality components and still putting out a quality motorcycle. So what's the secret? "Oh, yeah, like I'm gonna tell you!" Ken spoke those words so quietly, I almost didn't hear them. However, I never did get an answer. True, the Digger originally came out as a rigid, but Panzer found that the ST sold just as well, and have decided to no longer produce rubbermount bikes and will only be manufacturing rigids and the STs in all their model versions.

For more info on Panzer's models or their unique Fly-and-Buy program contact Panzer Motorcycle Works, P.O. Box 425, Canon City, CO 81215, (719) 269-PANS (7276), www.panhead.com. You won't be disappointed.

—Oil Can

Owner: ....Ken Crepea
City: ....Canon City, Colorado

General

Fabrication: ......Panzer Motorcycle Works (PMW)
Year/make:..................1999 Panzer
Model:.............................Digger ST
Assembly: ....PMW

Engine

Year/model: ....1999 Neo-Pan
Builder:..PMW/Accurate Engineering
Ignition: ....Mallory
Displacement: ....90 cubic inches
Lower end:...............................S&S
Balancing:.......................PMW/S&S
Pistons:....................................S&S
Cases:......................................S&S
Heads: ....STD
Cam:...................Andrews B Grind
Lifters:...................JIMS, hydraulic
Carb:..........................S&S Super E
Air cleaner:...............................S&S
Pipes: ....Paughco

Transmission

Year/type: ..1999 RevTech 5-speed
Modifications:......close-ratio gears

Painting

Painter: ....Curtis Customs
Color/type: ......Candy Brandywine/ House of Kolor

Frame

Year/type:..............1999 straightleg single shock
Builder: ....Paughco

Accessories

Bars: ....K&N 10-inch apes
Risers: 4-inch
Handlebar controls: ....Custom Chrome, Inc.
Fenders: ....Custom Chrome, Inc.
Headlight:..........5 3/4-inch custom
Taillight: ....custom fatbob
Speedo: ....VDO
Dash: ....Abrew
Pegs:......................Billet Concepts
Electrics:..................H-D alternator
Foot controls:.........Billet Concepts
Gas tank: ....3.5-gallon flatside
Oil tank: CCI
Oil system:...............................S&S
Primary cover: ....Biker's Choice
Seat: ....LePera
Mirrors: CCI
Grips: ....Midwest

Forks

Type: ....single-disc 44mm
Builder: ....Accutronix/ Custom Chrome, Inc.
Modifications:...........2 inches over, ball-milled trees

Wheels

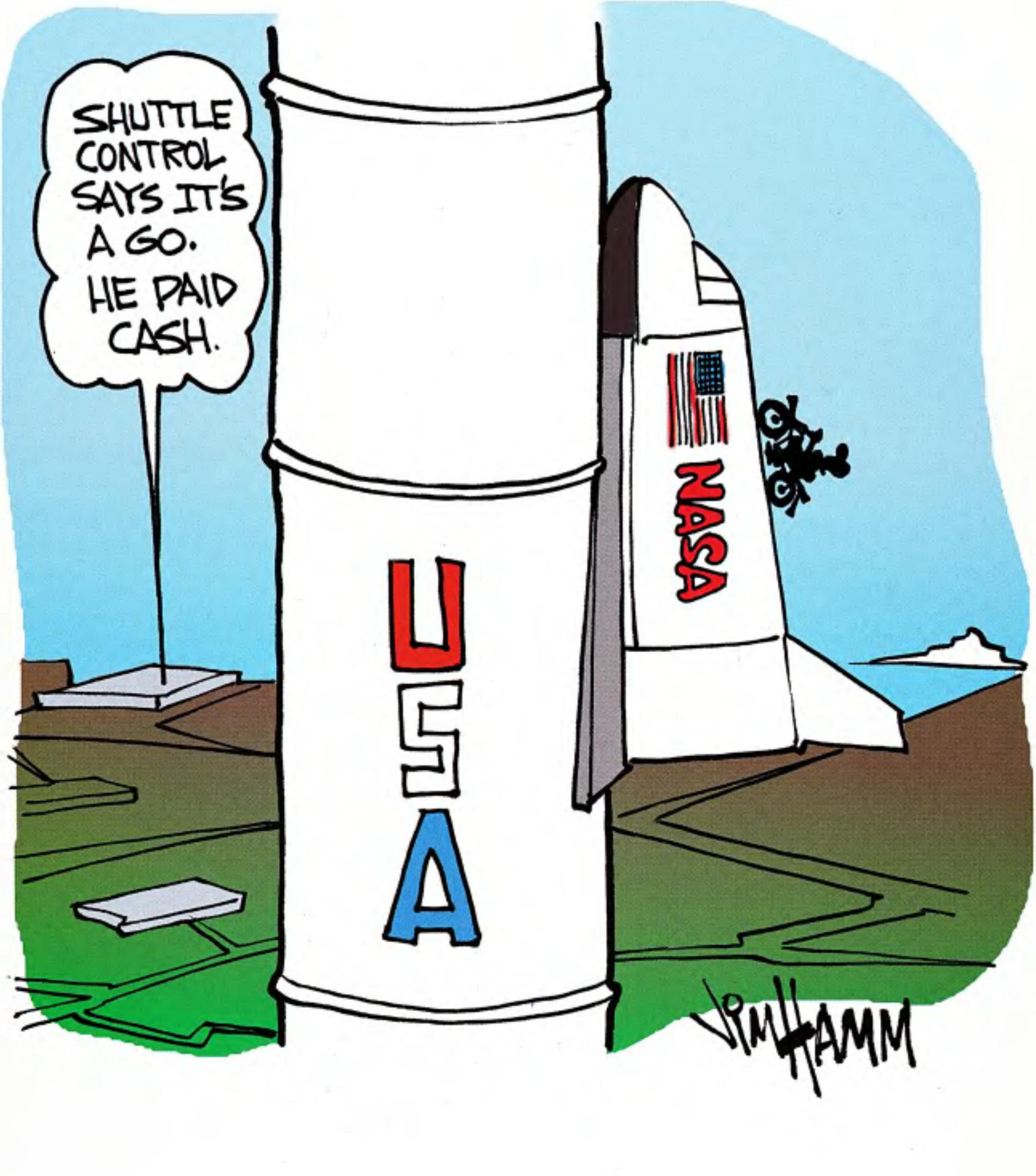
Front

Type: ....twisted spoke
Size:..................................21-inch
Tire:............................80/90 Pirelli
Brake: ....GMA

Rear

Type: ....twisted spoke
Size:..................................16-inch
Tire:...........................150/80 Pirelli
Brake: ....GMA

Photos: ....Michael Lichter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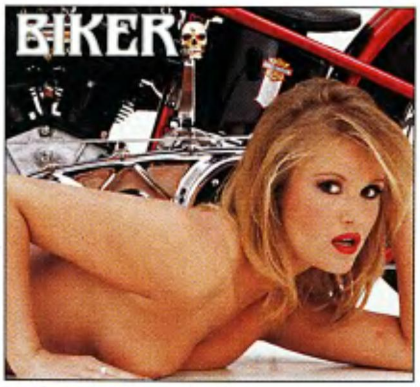
ComingAtYa

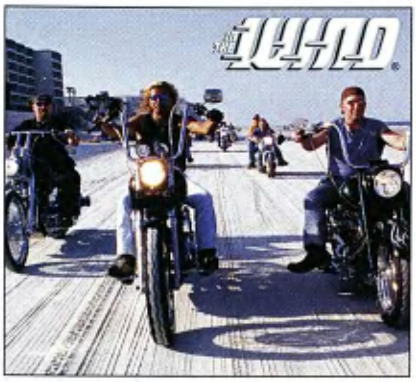
As the summer sun beats a tango on your defenseless brain pan, the August issue of Easyriders (#326) is comin' your way like a refreshing Arctic blast. We'll take you to the ultimate run to the sun for our biggest coverage of Daytona Bike Week ever! From Main Street and Beach Street, to all the racing action and hot new products, you'll find it all right here. Keep cool with a guide to the latest American bike models, a neat tech on how to stop oil leaks, and on the eve of the Black Hills Classic, True Road Tales will follow a first-timer and an ol'-timer on their way to Sturgis. You'll also get 32 pages of the hottest honeys ever to straddle a sexy scooter in the "Best Babes of '99," ripped from the steamin' pages of *Easyriders* and *Biker.*

On sale July 4.

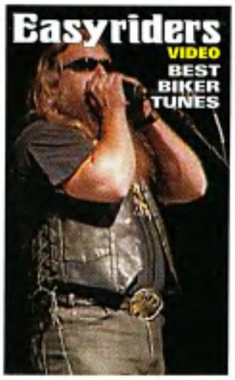


How do we get these great-lookin' naked chicks in *Biker?* We glue their nipples to the floor! You should see us scrapin' 'em up with a spatula! Hey, and the scooters are cool, too. *On sale now*

In addition to our usual collection of classy customs, the August issue features Part II of our Kauai tour, a road test of Confederate's Hellcat, and a visit to H-D's historical Gott Museum. *On sale now*



The September issue of *Wind* (#101) gets down to business and bustiness at Daytona's 2000 Bike Week. See a Czech sweetie on a righteous pan/shovel and watch her relax in a hottub. *On sale now*



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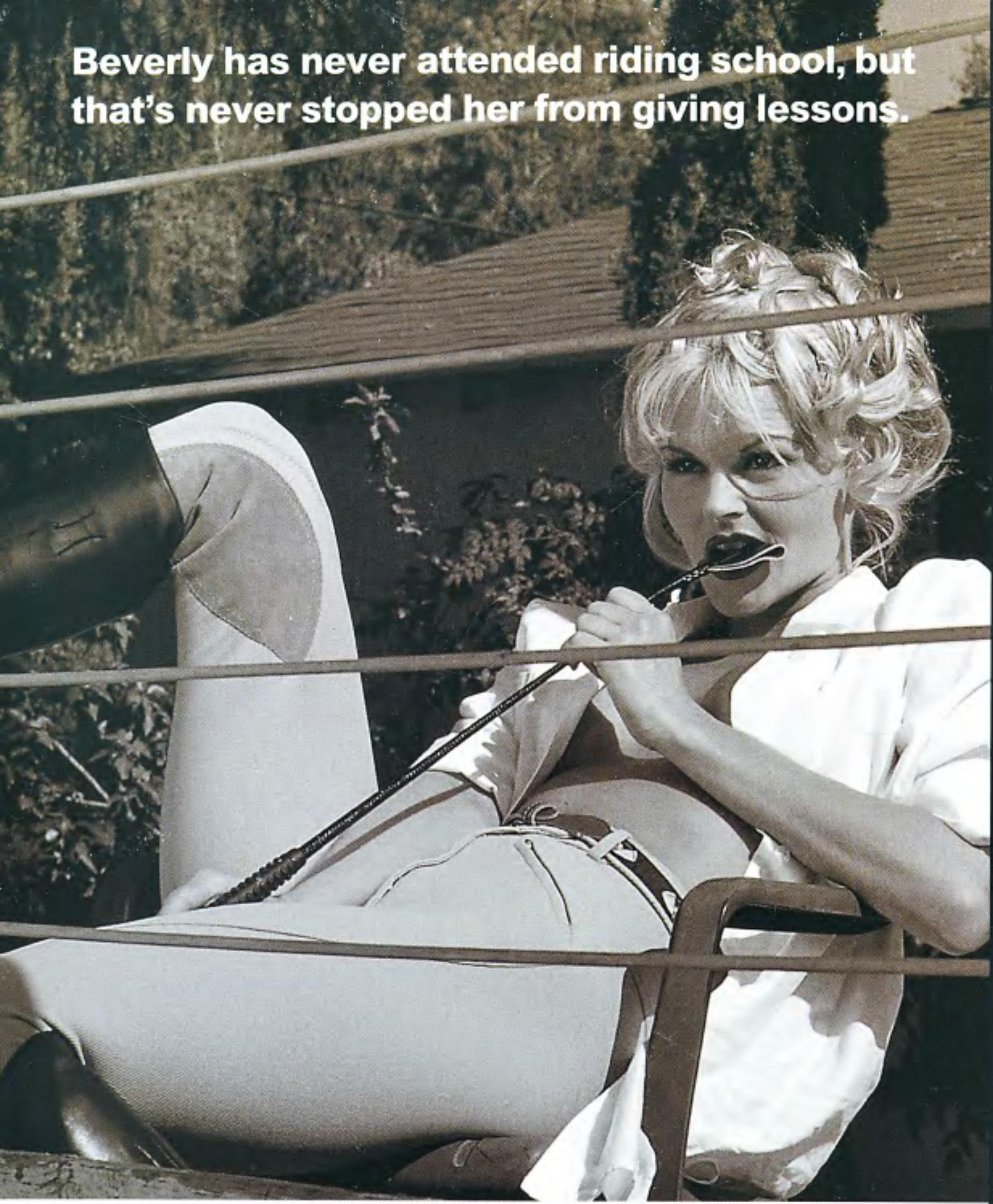

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